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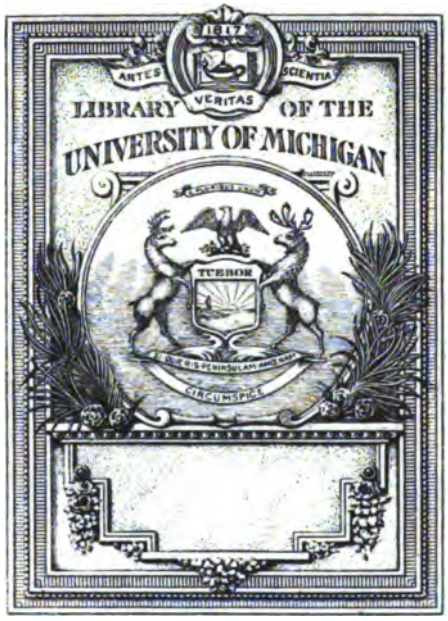
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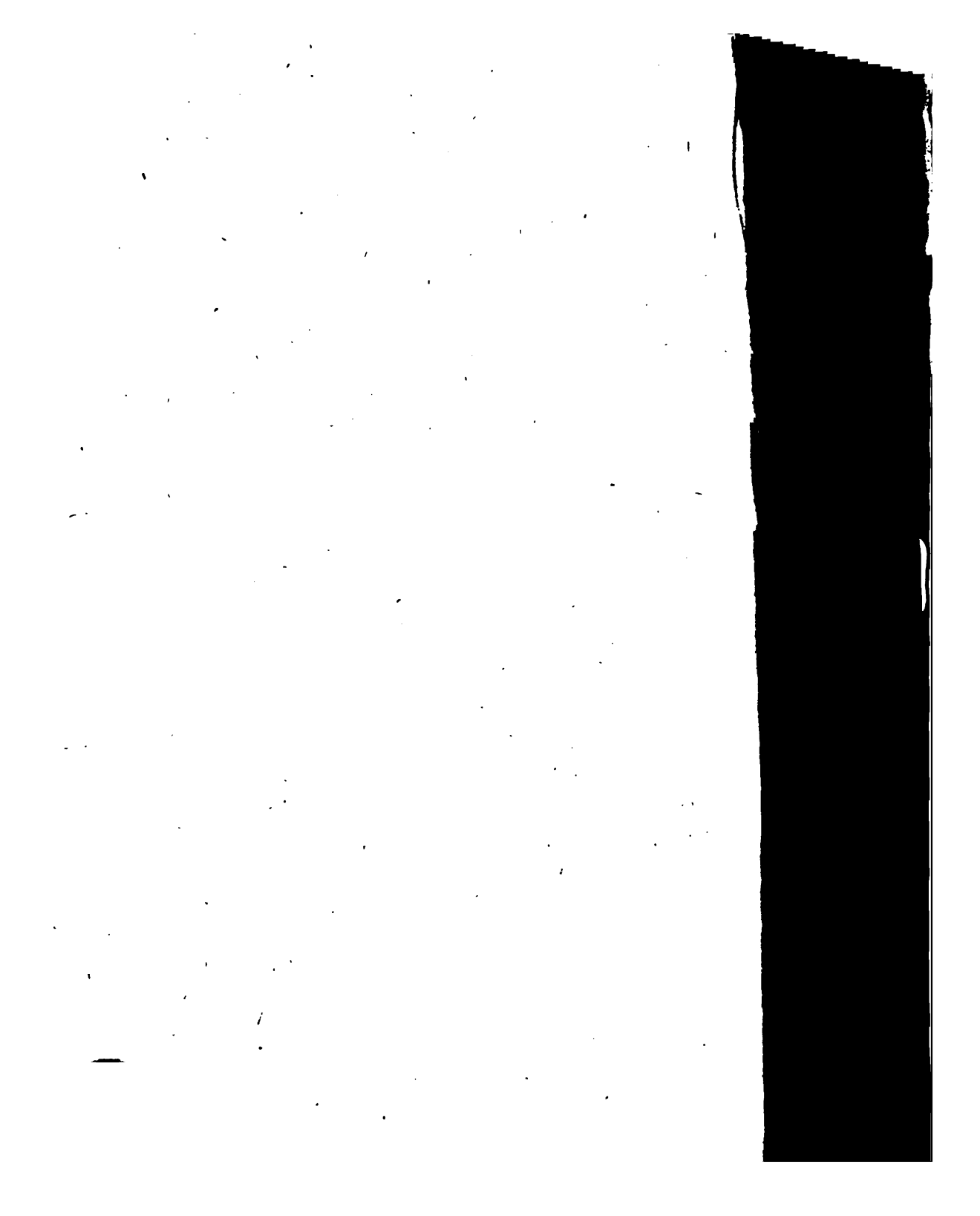

SIR CHARLES SAUNDERS KB.

Admiral of the Blue Squadron, First Lord Commissioner of the Admiralty, Member of his Majesty's most Honorable Privy Council, and Treasurer of Greenwich Hospital.

From an Original Picture in Greenwich Hospital.

Published as the Act directs July 1st 1799 by R. Faulder Bond Street.

UNIV. OF MICH.

BIOGRAPHIA NAVALIS;

OR,

IMPARTIAL MEMOIRS

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

FROM THE YEAR 1660 *TO THE PRESENT TIME*;

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A CHRONOLOGICAL ARRANGEMENT.

BY JOHN CHARNOCK, ESQ.

WITH PORTRAITS, AND OTHER ENGRAVINGS,
BY BARTOLOZZI, &c.

Nautæque, per omne
Audaces mare qui currunt, hâc mente laborem
Sese ferre, senes ut in otia tuta recedant.
HORACE, Sat. 1. Lib. 1.

IN FOUR VOLUMES.

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BIOGRAPHIA NAVALIS, &c.

1693.

ANDERSON, John,—was, on the 24th of February 1693, appointed captain of the Hawke fireſhip, one of the veſſels ſent in that year, under the command of ſir Francis Wheeler, to the Weſt Indies. He was very ſoon afterwards removed into the Quaker Ketch. Having never, during the reign of king William, attained any higher command than that of a ſmall frigate, in which he had no opportunity of diſtinguiſhing himſelf, it is by no means wonderful that there is not any mention made of him till after the acceſſion of queen Anne, when we find him captain of the Reſerve, a fourth rate, loſt off Yarmouth, in the Great Storm, November the 27th, 1703. Captain Anderſon and near fifty of her people, the poor remains of two hundred and twenty, were happily ſaved. We hear nothing more of this gentleman till we find him, in 1706, commanding the Briſtol, a fourth rate, employed on the Jamaica ſtation under ſir William Whetſtone, with whom captain Anderſon went out in the preceding year.

Information being received, from the commander of the Montague, of ſixty guns, that he had juſt before met at ſea two French ſhips of war, one mounting forty-eight

the other thirty-ſix guns, and had very ſpiritedly reſolved to encounter them; but that both unhappily eſcaped, as well from the want of conduct as of proper diſcipline in his officers and men: it was reſolved, by ſir William, to endeavour at repairing this misfortune by ſending the Briſtol and Folkſtone, two fourth rates, in queſt of the above-mentioned enemy *. The Engliſh ſhips very ſoon overtook thoſe they were in purſuit of, and with them a number of merchant-ſhips under their convoy. Theſe captain Anderſon is ſaid to have been much more eager to ſecure, than he was thoſe who eſcorted them: five or ſix of the former were taken, while the ſhips of war, which were the principal object of his purſuit, eſcaped. On his return to Jamaica he was immediately put under an arreſt by ſir William, and ſoon afterwards tried by a court-martial for this miſconduct. He was ſentenced to be diſmiſſed from his command, and is ſaid, by ſome, to have been declared incapable of farther ſervice.

This ſentence was, however, not rigidly carried into execution, for, on the 12th of April 1707, he had half-pay granted him, as a ſuperannuated captain of a fourth rate. This penſion he enjoyed till his death, which happened on the 15th of April 1724.

ATHY, Richard, — was appointed commander of the Canterbury, by ſome called a ſloop of war, but moſt probably a ſtore-ſhip, on the 31ſt of May 1693. He was promoted to this command by ſir Francis Wheeler, having gone out under that admiral to the Weſt Indies as ſecond lieutenant of the Advice, of forty-two guns, belonging to his ſquadron. Returning from this ſtation in the enſuing autumn, he was, not long after his arrival in England, promoted to the command of the Mermaid frigate. We find this veſſel to have been employed as a cruiſer during the whole of the year 1695. Theſe particulars, ſcanty as they are, are all we have been able to collect relative to this gentleman, except that he was unhappily killed, ſome little time after this, in a duel, fought

* Campbell reports, from Oldmixon, that the enemy's force was one ſhip of thirty-ſix, and one of twenty-four guns.

at

at one of the iſles of Scilly. The cauſe, as well as the preciſe time when it took place, are not known. At the time of his death he commanded the Cheſter.

ATKINS, James, — was made firſt lieutenant of the Reſtoration, of ſeventy guns, in the year 1692. On the 11th of December 1693, he was promoted to the command of the Greyhound. In this veſſel he continued till the month of May or June 1695, when he was removed into the Katherine ſtoreſhip. He afterwards returned back to his old ſhip the Greyhound, which he commanded during the year 1696. Nothing farther relative to him has come to our knowledge, nor have we even been able to diſcover the time of his death.

AUDLEY, Robert, — was appointed lieutenant of the Greenwich, by lord Dartmouth, on the 30th of October 1688. On the 29th of November following he was removed to the ſame ſtation on board the Tyger, by commiſſion, granted alſo by lord Dartmouth. We find nothing more of him till he was promoted, on the 11th of November 1693, to be made commander of the Lightening fireſhip. Theſe are the only particulars concerning him known to us, except that he unhappily fell in a duel on the 28th of February 1696.

BLAKE, Thomas,—the ſon of captain John Blake, an old commander in the firſt Dutch war, was appointed captain of the Canterbury ſtoreſhip on the 14th of December 1693. It is a very ſingular circumſtance, and highly deſerving remark, that we have every reaſon to believe this gentleman continued in the ſame veſſel during his life, a period of ten years. He was unhappily loſt in this ſhip, at Briſtol, during that tremendous hurricane generally known by the name of the Great Storm, on the 27th of November 1703. He was much eſteemed by ſir Richard Haddock; and it is certainly no ſlender proof of a man's real worth, to have been countenanced by ſo good an officer, and ſo intelligent a man. Sir Richard, in a letter to his ſon Richard, then a captain in the navy, laments the unhappy fate of this gentleman in the following familiar, artleſs, and ſimply pathetic manner—" POOR *Tom Blake* was drowned, at Briſtol, in the

Canterbury ſtoreſhip. A more ſincere, and, perhaps, more juſt eulogium than the moſt elegant and well-turned panegyric from the pen of the hiſtorian.

BREHOLT, George, — was, on the 22d of May 1693, appointed commander of the Grenada bomb-ketch. On the 25th of September following he was promoted to the Pearl, a frigate of thirty guns; from the latter of which dates only, he took rank as a captain in the navy. We have no other intelligence relative to him till the month of March 1703-4; at which time he commanded the Charlotte yacht, which veſſel was then employed on the Dublin ſtation, and it appears for the expreſs purpoſe of attending the lord lieutenant. We ſuppoſe captain Breholt to have continued in the ſame command as long as he remained in ſervice, as we do not find any farther mention made of him, except that he is ſaid, in rear-admiral Hardy's liſt of the navy, to have died on the 24th of June 1741, in Greenwich-hoſpital. Admitting this intelligence to be true, we have to obſerve by the way that he was not there with the rank of captain.

BUTLER, Thomas, — ſerved in the beginning of the year 1693 as ſecond lieutenant of the London, ſir John Aſhby's flag ſhip. From this ſtation he was promoted, on the 3d of October in the ſame year, to the command of the St. Julian Prize. In 1696 he was captain of the Dunkirk, of ſixty guns, one of the ſhips belonging to the main fleet; and continued in commiſſion, as commander of a two-decked ſhip, during the peace, which took place not long afterwards. On the acceſſion of queen Anne he was appointed to the Worceſter. This ſhip, which was a third rate, was, as we believe, wholly employed as a cruiſer, in the Channel, and round the Britiſh coaſt. In this occupation captain Butler appears to have been particularly diligent, active, and fortunate *, having captured ſeveral

* The following account of a little enterprize, commanded by captain Butler, is extracted from the Annals of queen Anne, Vol. 3d. If not ſo completely ſucceſsful as he himſelf could have wiſhed, no perſon can deny, but that every thing was effected which the ſeveral circumſtances attending it would permit.

" An

ſeveral very valuable prizes, and ſome privateers of conſiderable force, which had done much previous miſchief to the Britiſh commerce*. About the year 1706, he was again appointed to command his old ſhip the Dunkirk, and ſent to the Mediterranean not long afterwards. While employed on this ſtation he had, in 1708, a ſignal opportunity of diſtinguiſhing himſelf, which he appears to have very eagerly embraced.

Being detached, by ſir Edward Whitaker, to batter fort Fornelle, on the iſland of Minorca, in company with captain Fairborne, who at that time commanded the Centurion, he behaved, as well as his brave aſſociate, with ſo much ſpirit and gallantry, that the fort was, after a very obſtinate reſiſtance, compelled to ſurrender. A footing was by this ſucceſs firſt eſtabliſhed on the iſland, and the landing of the troops and ſafe anchorage of the tranſports ſecured, circumſtances which led to the complete reduction of the whole country immediately afterwards. He continued to command the ſame ſhip till the year 1711, when he was appointed to ſail, under the command of ſir

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" An expreſs came to Whitehall, from commodore Butler, captain of her majeſty's ſhip the Worceſter, dated in the bay of Cherbourg the 8th of April, with an account, that having received advice, that about thirty-five ſail were come out of St. Malo, he ſtood over with his own ſhip, and her majeſty's ſhips the Dunwich and Maidſtone, to Cape Cartwright, and got ſight of them. The Maidſtone, being foremoſt, chaſed twenty-one ſail of them into Cherbourg, with two ſmall ſhips of war, their convoys, one of twenty and the other of twenty-two guns. Captain Butler then made a ſignal to the Dunwich to ſtand in to the ſouthward of Grandance bay, while the commodore himſelf ſtood in to the north end of it, and chaſed the French commodore, a ſhip of twenty-two guns, and another frigate of fourteen, with eight ſail of merchant-men, which were all deſtroyed, the commodore and two more being burnt, and the reſt ſunk. Some Guernſey privateers, who were with commodore Butler, carried off two prizes. A privateer of eight guns, was taken afterwards by the Maidſtone, between Moneville and Cherbourg. Commodore Butler ſoon after took a ſmall ketch; and, with her majeſty's ſhips above-named, came to anchor before this place, and ſaw the twenty-three ſail before-mentioned hauled in cloſe under the caſtle."

This account was taken by Mr. Boyer, the editor, almoſt verbatim from the official one publiſhed in the Gazette, No. 4009.

* See Gazettes, No. 3825, 4088, and 4091; and Boyer's Ann. of Q. Anne, Vol. VI. Appendix, page cxliii, and cxlv.

Hovenden Walker, on the expedition againſt Quebec and the province of Canada. During the paſſage of the ſquadron to Boſton, unluckily for captain Butler, it fell in with a ſmall ſhip, to which he immediately gave chace; and, after having ran out of ſight of his companions, captured; but did not again rejoin the fleet till its arrival at Nantaſket. This conduct was, however, a moſt flagrant violation of his admiral's orders, by which he was enjoined never to chace without a ſignal, and in no caſe whatever to hazard loſing ſight of the fleet. This breach of duty was rendered the more reprehenſible, by captain Butler being one of the commanders appointed, by the flag, to repeat all ſignals, for the purpoſe of keeping the tranſports better together.

Sir Hovenden Walker, immediately on his arrival at Boſton, convened a court-martial, by which captain Butler being found guilty of having "amuſed himſelf in taking the ſaid ſmall veſſel, and preſerving her for his private intereſt, contrary to the common good of the expedition, and in direct oppoſition to all order and naval regulations;" was conſequently ſentenced to be diſcharged, and diſmiſſed from his command. He never appears to have been reinſtated in the ſervice; and as we find ourſelves totally incapable of defending, or even palliating ſo violent a breach of diſcipline, we can only lament that an old officer, who had on every former occaſion acquitted himſelf ſo honourably to his own reputation, and ſucceſsfully to the ſervice of his country, ſhould be ſo far forgetful of both, as to loſe, as it were in an inſtant, the juſtly earned honours attendant on a faithful ſervice of ſo many years continuance. He ſurvived this event many years, not dying till the 24th of July 1727.

CARTER, William,—was appointed, by ſir Francis Wheeler, to be commander of the Owners Love fireſhip, on September 18, 1693*. We know nothing farther of

* Rear-admiral Hardy has, in the liſt of officers publiſhed by him, inſerted this gentleman's name twice, and, with much propriety, added a query as to the real time from whence he took poſt. The naval liſts, which have been tranſcribed from the beſt authorities that could be procured, almoſt uniformly agree in the date above-mentioned, which we have conſequently adopted: but in an official paper, preſented

of this gentleman than what will be found in the note inſerted beneath, and that he commanded the Blaſt bomb-ketch in the year 1695. After the acceſſion of queen Anne he was promoted to the Newcaſtle, a fourth rate. He unhappily periſhed in the Great Storm on the 27th of November 1703, this ſhip being loſt at Spithead, and with her the greateſt part of her crew.

CLEMENTS, John,—was the ſon of the captain John Clements of whom we have given a ſhort account, vol. i. p. 279. We are happy in being able to ſeize this opportunity of correcting an error, or rather ſupplying an omiſſion made in it. The death of captain Clements the elder is there ſaid to be unknown as to the time when it happened, as alſo that no particulars of his life could be collected later than the year 1698; by ſubſequent information we are now enabled to ſupply this deficiency—he was appointed lieutenant-governor of Greenwich-hoſpital in the year 1704, and died during the following year in this honourable ſtation.

John Clements, his ſon, ſerved, in the year 1693, as firſt lieutenant of the Britannia, the ſhip which bore the flag of the joint commanders-in-chief. He was on the 13th of July, in the above year, promoted to the command of the Portſmouth frigate, which was afterwards wholly ſtationed as a cruiſer in the Channel. He was employed in this ſpecies of ſervice, and in the ſame veſſel, till the month of July 1694, when, being at that time in company with the Canterbury, he fell in with a large French ſhip mounting thirty-ſix guns, bound from St. Maloe's to Marſeilles, with a valuable cargo, conſiſting principally of ſugar. The enemy endeavoured to eſcape; and the better to effect it, fired their ſtern-chace guns, without intermiſſion, at the purſuers. The Portſmouth, being the headmoſt, had very nearly got up with them, when, as it were as a laſt effort, they fired all their aftermoſt guns that bore, accompanied by a volley of ſmall ſhot, one of which unhappily took place and occaſioned the inſtant death of captain Clements, he being the only

ſented to the houſe of commons by order, on the 2d of Feb. 1698-9, we find his name inſerted as then commanding a ſhip of the line, and taking rank from the 5th of December 1692.

perſon

perſon who fell, or was even wounded in this petty encounter. The enemy immediately afterwards ſurrendered.

CROW, Leonard,—the brother of captain Joſiah Crow of whom we have already given ſome account*, was appointed commander of the Machine fireſhip on the 11th of January 1693. This veſſel was one of thoſe belonging, during the enſuing ſummer, to the main fleet. No farther mention is made of him till after the acceſſion of queen Anne; and it is, from many circumſtances, to be concluded, he never attained the command of any ſhip of conſequence till that time; however, in 1702, he was promoted to the Shrewſbury, of eighty guns. In the month of July following he was one of the members of the court-martial aſſembled for the purpoſe of trying ſir John Munden, and in a ſhort time afterwards accompanied ſir Cloudeſley Shovel, who was ſent out with a reinforcement to the fleet under ſir George Rooke, which had, juſt before the arrival of this additional ſtrength, attacked and taken Vigo.

In 1703 he attended his former commander on the expedition to the Mediterranean, undertaken, as it was ſaid, for the relief of the Cevenois. In the following year, ſtill remaining in the ſame ſhip, he very conſpicuouſly diſtinguiſhed himſelf at the battle off Malaga. Sir George having taken notice, in his Journal of the action, that, "owing to ſeveral ſhips of the different diviſions being obliged to quit the line for want of ſhot, the weight of the action fell on his own ſhip, the Royal Katherine, the St. George, the Shrewſbury, and Eagle. Indeed, the loſs of men† ſuſtained by thoſe ſhips, in this great encounter, fully proves the truth of ſir George's aſſertion. After the return of the fleet into port, captain Crow was removed into the Portland, and ſent to the Weſt Indies, where he died on the 9th of September 1705.

Some people have aſſerted he was diſmiſſed the ſervice in the year 1702, he then commanding the Dartmouth.

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* Vol. ii. p. 387.

† The Shrewſbury had her third lieutenant and boatſwain, together with thirty-one men killed, and ſeventy-three wounded.

This opinion is ſtrengthened by a minute inſerted againſt his name in rear-admiral Hardy's liſt of naval officers. The ſame error has been continued through ſeveral MS. papers and liſts of the ſame deſcription; to what accident this miſtake has been owing we cannot pretend to decide. It is ſufficient for us to point out that it is one.

DAWES, Philip*,—was, in 1692, appointed lieutenant of the Falcon, of thirty-ſix guns, one of the ſquadron ſent, under the command of ſir Francis Wheeler, to the Weſt Indies; and, on the firſt of July 1693, was appointed to command the ſame veſſel as ſucceſſor to his captain, Nathaniel Brown, who died a few days before: but we have ſome, although not poſitive, reaſon to believe his rank, as a captain, was not confirmed till the 13th of September 1695. In the early part of this year he commanded the Machine fireſhip, and was, not long afterwards, promoted to the command of a ſhip of the line, whoſe name or ſtation we are not acquainted with: it was, however, put out of commiſſion at the enſuing peace: and no farther mention is made of this gentleman, but that he was diſmiſſed the ſervice, at Jamaica, by the ſentence of a court-martial, held there on the 27th of June 1710. His particular offence does not appear: all that is tranſmitted to us is, that he had been guilty of ſome miſdemeanours and irregularities. At the time of his diſcharge he commanded the Crown.

DESBOROUGH, Charles,—having, in 1693, been appointed firſt lieutenant of the Dover, at that time commanded by captain Croſs, behaved with much ſpirit in an action with a French privateer, taken by that ſhip off Cape Clear in the month of June. He was, as a very proper reward for that conduct, appointed, on the 7th of July, commander of the ſhip he had been ſo inſtrumental to the capture of. It is moſt probable he never either

* The following ſhort heraldic account of the family of Dawes is principally taken from a copy of the viſitation of Staffordſhire, by Robert Glover, Somerſet herald. "Of this family the firſt we find mentioned is, Thomas Dawes, of Bedford, temp. Hen. VI. Ed. IV. and Rich. III. He had two ſons, firſt, Thomas Dawes, of the county of Stafford, living temp. Hen. VII. and Hen. VIII. and, ſecond, John Dawes, ſheriff of London, 5th of Henry VIII. whoſe ſon, Richard, was of Stapleton, in Leiceſterſhire, and was heir to thoſe of that place."

attained

attained the command of any powerful ſhip, or was ever employed in any ſervice where he had an opportunity of diſtinguiſhing himſelf, his name never occurring after this time, even in any line of battle where the names of the ſeveral commanders are given. No farther mention is made of him, except that he commanded the Fubbs yacht, at the time of his death, on the 8th of March 1722.

DOVE, Francis,—was, on the 7th of January 1693, made captain of the Pearl prize, a ſmall frigate of eighteen guns, ſtationed, during the enſuing ſummer, to protect the fiſhery off Yarmouth. How long he continued in this veſſel is not known, but before the concluſion of the war he was advanced to the command of a ſhip of the line. Being put out of commiſſion after the peace, which was concluded at Ryſwic, he had no other appointment till the year 1699, when he was made captain of the Carliſle. This ſhip was unfortunately blown up in the Downs, by ſome unknown accident, on the 19th of September 1700, all the crew then on board unhappily periſhing: but captain Dove himſelf eſcaped this fatal ſtroke being on ſhore at the time. He was, not long after the acceſſion of queen Anne, made captain of the Naſſau, of ſeventy guns, one of the ſhips ſent to Vigo with ſir Cloudeſley Shovel, whom he alſo accompanied in the following year to the Mediterranean, on his expedition to the relief of the Cevenois.

In 1704 he ſtill continued commander of the Naſſau, and was engaged, under ſir George Rooke, both in the attack of Gibraltar and the engagement with the French fleet off Malaga. In the latter encounter he was one of the commanders compelled to quit the line merely for want of ſhot to continue the action. This being an oſtenſible breach of duty, a court-martial was ordered to be convened for the trial of captain Dove, and ſuch other brave men as were unfortunately in the ſame predicament with him. The enquiry ended, as in the conduct of a gallant man it always muſt, much to his honour. Fully, and in the ſtricteſt ſenſe of the word, acquitted of every part of the charge, which appears to have been preferred only for form ſake, and for the better preſervation of the rules and diſcipline of the navy, he continued in that ſervice, from which he could never be ſaid to have been ſuſpended, and

and was principally, if not wholly employed on the Mediterranean ſtation. We find frequent mention of his name as being in that part of the world, although, from the general poverty of events which attended the naval operations in that part of the world after the memorable engagement juſt mentioned, we have nothing to relate but the bare circumſtance of his having been thus occupied.

Retiring from the line of active ſervice, he was, in 1716, appointed commiſſioner of the navy, reſident at Plymouth, an office he continued to enjoy till his death, which happened on the 12th February 1726.

FOGG, Chriſtopher,—was, on the 24th of January 1693, appointed to command the Mariana Prize, a veſſel employed only to attend the muſter-maſter of the fleet. Captain Fogg is, indeed, ſaid to have taken rank, as a naval commander, from the 8th of September 1692; but if ſo, we have been totally unable to find out what particular ſhip he commanded. We hear nothing of him after this time till the year 1695, when we find him captain of the Oxford, and employed in convoying the trade bound from Newfoundland to Spain. He was, almoſt immediately afterwards, promoted to the Northumberland, of ſeventy guns, one of the ſhips belonging to the main fleet. After the peace at Ryſwic he was, for a conſiderable time, out of commiſſion: but on its being deemed neceſſary, in 1701, to ſend a ſtout ſquadron to the Weſt Indies, under the command of vice-admiral Benbow, captain Fogg was appointed to command the Bredah, on board which ſhip the commander-in-chief hoiſted his flag. The ſeveral previous events which led to, and took place during the engagement with the French chef d'eſcadre, Du Caſſe, having been already given at length in the life of Mr. Benbow*, it is needleſs to enter a ſecond time into any detail even of ſuch part of the encounter as Mr. Fogg was more materially connected with.

On reviewing that account it will appear very evident that the captain behaved with the utmoſt coolneſs and true ſpirit during that long encounter, which was rendered partially deſperate by the infamous deſertion of thoſe commanders whoſe adherence, in any degree to their duty,

* Vol. II. p. 233, et ſeq.

would

would have rendered victory certain and decisive. The captain did not, however, wholly escape censure, although he appears to have been little deserving of it, except on the ground that *no consideration whatever ought to influence the mind of a private commander, even for a single moment, to swerve from that strict line of duty which alone can render him respectable, both in the eyes of his fellow-countrymen and all the rest of the world.* From the conduct of many of the commanders engaged in that business little co-operation of any kind, except in flight, could be expected from them. They were hardy enough to deliver their sentiments openly against continuing the engagement, in something like a council of war, called by the admiral on the occasion: and those who continued true to their trust, of which number captain Fogg was one, were fearful lest should they not appear to coincide with the delinquents in opinion, these might not be content with acting timidly only, but, converting their cowardice into treason, decidedly join that enemy whom they hitherto had only hesitated to oppose.

It was, however, thought necessary, by vice-admiral Benbow, who, while he extremely loved and valued his captain, was also highly jealous of his country's honour, that his conduct in formally signing a paper in which he declared against a continuance of the encounter, should undergo the enquiry and legal investigation of a court-martial. The admiral himself bore the most honourable testimony to his great courage and gallantry; and the plea, as above stated, used by him in justification of this alledged breach of duty, were together held so exculpatory that, although he was sentenced to be suspended from the service, it was, as a kind of palliative to this decision, added, that such suspension should not take place till prince George, then lord high admiral, should have made known his pleasure as to its being carried into execution. We have every reason to believe this punishment which, although among the slightest in the whole code, must be a grievous mortification to a brave and honourable man, was wholly remitted. No farther mention is made of captain Fogg, except that he died commander of the Rupert on the 24th of November 1708.

HAMILTON,

HAMILTON, Lord Archibald,—was the ſeventh and youngeſt ſon of William and Anne, duke and ducheſs of Hamilton. Having entered very early in life into the navy, and paſſed through thoſe neceſſary ſubordinate ſtations which it is neceſſary all men, however high their rank, ſhould progreſſively fill before they attain a command, he was, in the beginning of the year 1693, appointed firſt lieutenant of the Duke, the ſhip on board which rear-admiral Mitchell had hoiſted his flag. He was from thence promoted, on the 17th of September following, to be commander of the Sheerneſs. In this veſſel he had little or no opportunity of diſtinguiſhing himſelf; but in the latter end of the following year, being promoted to the Litchfield, as no man met with greater opportunities of diſtinguiſhing himſelf in the petite guerre, ſo did no one ever exert himſelf more to improve them. He was not, however, exempt from encountering thoſe occaſional ſtrokes of misfortune which have chequered the lives of the braveſt, and moſt ſucceſsful commanders. The moſt material of theſe befel him in the month of Auguſt 1695, he having, at different times between the 17th and 21ſt, chaced four large privateers; all of which, through the intervention of ſome unforeſeen and irremediable accident, eſcaped him*.

In the month of January following, fortune made him ſome amends, he having captured a very large privateer belonging to St. Maloe's, called the Tyger, mounting twenty-four guns, and ſeveral other prizes of inferior note. In the month of April, being ordered to cruiſe off the coaſt of France, he fell in with a fleet of ſixty merchant ſhips off Cherbourg. He captured five of them, and drove ſeveral others on ſhore. We find nothing material relative to him between this time and the peace at Ryſwic; after which, his ſhip being put out of commiſſion, he does not appear to have been appointed to any other till after the acceſſion of queen Anne, when he was made captain of the Boyne, of eighty guns, one of the

* One by the wind ſuddenly flattening to a calm, another by altering her courſe in the night during a thick ſquall, a third by an accidental change of the wind, and a fourth by the Litchfield's loſing her main-top-maſt when ſhe had nearly got alongſide of the enemy.

ſhips

ſhips ſent, under ſir George Rooke, on the expedition againſt Cadiz. Nothing material occurs during the time he held this command.

On the return of the fleet to England he was removed into the Eagle, of ſeventy guns, and accompanied ſir C. Shovel to the Mediterranean in the following year, where, of the little that was done by that fleet, his lordſhip was among thoſe who held the moſt conſpicuous ſhare *. In the year 1704, ſailing again for the Mediterranean under ſir George Rooke†, he bore a very diſtinguiſhed part both in the aſſault of Gibraltar, and the memorable battle off Malaga. His great expenditure of ſhot on the former occaſion, compelled him to quit the line towards the end of the latter action, merely for want of the means of any longer annoying the enemy. Sir George Rooke, in his private journal ‡, mentions the Eagle as one of the ſhips which ſuſtained the heavieſt part of the action till two hours before night, when it was obliged to be towed off. In this deſperate conflict the Eagle had ſixty-five men killed and wounded. But though ſir George was, as we have already noticed, very ready to pay every poſſible private tribute to his lordſhip's gallantry, and he alſo was perfectly well convinced of the neceſſity of the meaſure, the rule of the ſervice rendered it indiſpenſibly neceſſary that his conduct, as well as that of the reſt of the commanders who were, we can hardly ſay unhappily, in the ſame predicament, ſhould undergo the regular inveſtigation of a court-martial. It is almoſt needleſs to add, they were moſt honourably acquitted. Lord Archibald continued in conſtant ſervice; but owing to the poverty of events which followed through the war, after the defeat of the count De Thouloufe, without having it ever in his power to diſtinguiſh himſelf in the manner his former conduct gave

* "It being reſolved to put into Altea, the Eagle, commanded by lord Archibald Hamilton, and the Hampton Court, were ſent before; but the governor fired upon them with two guns planted on a tower, which, however, were ſoon ſilenced, and diſmounted, by the ſhots from thoſe two ſhips."——Ann. of Q. Anne, Vol. II.

† The Archduke Charles, who was convoyed by that fleet to Liſbon, preſented his lordſhip with his picture elegantly ſet with diamonds, and a purſe of one hundred guineas.

‡ See Vol. I. p. 425.

the world every reaſon to be certain he would, when the opportunity was not wanting.

The only circumſtance worth relating is, that in the year 1707 he was left commander-in-chief at Spithead and Portſmouth, by ſir John Leake, who had ſtruck his flag for a ſhort time. In Aug. 8, 1710, he retired altogether from the naval ſervice, being appointed governor of Jamaica. Returning in 1714 to England, he appeared no more in public life till the year 1729, when he was appointed one of the commiſſioners for executing the office of lord high admiral. This he continued to hold till the 13th of March 1738; after which time he had no appointment of any kind till the 25th of March 1746, when he was made governor of Greenwich-hoſpital, as ſucceſſor to the unfortunate ſir John Balchen. In this very honourable ſtation he died, on the 5th of April 1754.

He married lady Jane Hamilton, daughter of James, earl of Abercorn. By her he had three ſons, two of whom ſurvived him; and a daughter, named Elizabeth, married to Francis, lord Brooke, afterwards earl of Warwick.

HARDY, Sir Thomas,—was a native of the iſland of Guernſey. His firſt entrance into the navy was under the patronage of admiral Churchill, to whom he is ſaid to have been clerk, and who afterwards procured him to be appointed a lieutenant. We can find no other particulars relative to this gentleman prior to his being promoted, on the 6th of January 1693, to be commander of the Charles fireſhip. He did not long remain captain of this veſſel, being, in the month of May following, removed into the Swallow Prize, a ſmall frigate of eighteen guns, ſtationed to protect the trade of Guernſey from the depredations of the French privateers.

The early part of this gentleman's life is ſingularly barren of incident. We find not the ſmalleſt mention made of him, notwithſtanding we are well perſuaded he attained to the command of a ſhip of the line very ſoon after his entrance into the ſervice, and never appears to have been unemployed. The only occupation we have any certain proof of his being engaged in, during the reign of king William, is, that when captain of the Pendennis, of forty-eight

guns, in the month of October 1696, he was employed to convoy the maſt ſhips from Norway. Soon after the acceſſion of queen Anne we find him captain of the Pembroke, of ſixty guns. After the failure of the expedition againſt Cadiz, whither he had accompanied ſir George Rooke, he happily became among the firſt cauſes of that very important conqueſt * immediately after-

* Mr. Leake, the editor of the life of ſir John Leake, has taken rather extraordinary pains to depreciate the character of this gentleman. He is pleaſed to repreſent him as "ſo ignorant of ſea affairs that he did not know one rope from another." After ſinking every thing relative to the important ſervice captain Hardy afforded on this occaſion, and which was rendered ſtill more worthy of popular and public applauſe by the ſeveral circumſtances which attended it, Mr. Leake adds very invidiouſly, "having the good fortune to be ſent to England with the news of the ſucceſs of ſir George Rooke at Vigo, he was knighted and received a reward of one thouſand pounds, without having ſignaliſed himſelf by any action."——Leake's Life, page 296.

What documents Mr. Leake might be in poſſeſſion of, that could induce him to treat the character of ſir Thomas ſo harſhly we know not, but we think it a bare act of juſtice to his memory to obſerve, the higheſt opinion was univerſally entertained of his conduct on this occaſion, and the applauſe beſtowed on him was not exceeded by thoſe public honours, munificently and moſt deſervedly beſtowed on ſuch commanders, as afterwards had the greateſt opportunity of acquiring fame in the enterpriſe itſelf.

Other hiſtorians have borne the moſt honourable teſtimony to his merit, which, in juſtice to that, as well as to their candour, we ſhall give in their own words. "He, (captain Hardy) was put upon ſo difficult a piece of work, that had he not been a very experienced ſea-officer, and eminently zealous for her majeſty's ſervice, he had never compaſſed it, for not to mention that the fleet had made many various courſes, by reaſon of the variableneſs of the weather, of which he muſt have a journal in his head, the head of his ſhip was looſe which endangered his maſts, his ſhip very leaky, and himſelf and all his men were reduced to two biſkets a day; however, notwithſtanding all theſe difficulties, and the preſſing inſtances of his men to bear away for England, he cruiſed till the 6th of October, when he found the fleet, and acquainted ſir George Rooke with his news."

The following conciſe and truly honourable account of his ſervices was given in the Gazette, No. 3838, with the notification of his having received the honour of knighthood.

"St. James's, October 31, 1702.

"Her majeſty has been pleaſed to confer the honour of knighthood upon Thomas Hardy, Eſq; captain of her majeſty's ſhip Pembroke, in conſideration of his good ſervice, in gaining and giving to admiral Rooke

afterwards effected at Vigo. Sir George Rooke himself was ſo highly pleaſed with his conduct on this occaſion, that he choſe him to be the meſſenger of that ſucceſs which his active conduct had moſt eminently tended to produce.

He received, in conſequence, the rewards mentioned by Mr. Leake, and juſtly; he was alſo promoted to the Bedford, a third rate of ſeventy guns. In this ſhip he accompanied ſir Cloudeſley Shovel to the Mediterranean in the following year, and appears to have been highly entruſted by that great commander. While the fleet was on its paſſage to the Mediterranean, ſir Thomas was detached with the Bedford, (his own ſhip) the Montague, Pembroke, and Lizard, to Lagos, in order to procure intelligence, but unhappily without ſucceſs. The Portugueſe, either being ignorant of the motions of the French, or wilfully refuſing to communicate what knowledge they did poſſeſs, though the governor is ſaid to have received poſitive

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Rooke the intelligence, which was the occaſion of our great ſucceſs at Vigo."

The reader will be naturally led to enquire in what manner ſir Thomas became poſſeſſed of this intelligence, which he procured in the following manner.—His chaplain, a Mr. Beauvoir, a native of Jerſey, happening to go on ſhore at Lagos, where the Eagle, Pembroke, Sterling Caſtle, and ſome tranſports had put in to water, fell, by accident, into company with the French conſul, who incautiouſly boaſted of the arrival of the Spaniſh galleons, under convoy of Monſieur Chateau Renaud, but without mentioning at what port. Fortune ſtill continuing in a favourable mood—a day or two after this, a meſſenger arrived from Liſbon, with diſpatches from the Imperial miniſter for the prince of Heſſe, who was ſuppoſed to be ſtill on board the fleet. By him the intelligence was confirmed, with the addition that Vigo was the place where the fleet in queſtion, conſiſting of thirty ſhips of war and twenty-two galleons, had put in for ſecurity. The chaplain with much adroitneſs contrived to decoy the meſſenger to go on board the Pembroke, although he knew the prince of Heſſe, whom he was in ſearch of, had proceeded to Liſbon, in order that captain Hardy might be the better ſatisfied of the truth of the information, and take his meaſures accordingly. The chaplain the inſtant he got on board, although it was then the middle of the night, went to the captain and informed him what he had learnt. This being confirmed in the morning by the oral teſtimony of the meſſenger, captain Hardy communicated the whole to captain Wiſhart, the ſenior officer of the detachment. The happy and glorious reſult is well known.

orders from the king, to give ſir Cloudeſley all the information in his power*. He met with no very memorable occurrence during the continuance of the fleet in the Mediterranean, or on its paſſage thither. The only circumcumſtance which occurs, beyond the ordinary routine of duty and ſervice is, that he had the good fortune to capture a valuable ſhip from St. Domingo, laden with ſugar. When the fleet was about to return to England, it being then the latter end of October, ſir Thomas was detached with the Bedford, Somerſet, and Lizard, to Tangier, where, having executed his inſtructions, which were only to carry thither ſome papers relative to the treaty at that time negociating with the emperor of Morocco; he returned to England, and anchored in Plymouth ſound on the 12th of November, a few days before the arrival of ſir Cloudeſley with the remainder of the fleet.

He continued in the ſame ſhip during the following year, and accompanied ſir George Rooke on the ever memorable expedition to the Mediterranean, his ſhip being one of the diviſion under the command of rear-admiral Dilkes. Sir George Rooke, who ſailed, with a part of the fleet only, in the month of January, having refitted his ſhips, ſailed from the Tagus, on a cruiſe, the beginning of March. Rear-admiral Dilkes's diviſion formed a part of his force; and advice being received, by a Dutch privateer, that three Spaniſh ſhips were ſeen to the ſouthward the night before, the rear-admiral was ordered to proceed in ſearch of them, with the Kent, Bedford, and three other ſhips of the line. On the 12th they got ſight of the enemy, who were all captured after ſome reſiſtance; but ſir Thomas does not appear to have been perſonally engaged in this encounter, as there is great reaſon to ſuppoſe the enemy had ſurrendered before either himſelf or Mr. Dilkes could get up. He alſo was not concerned in the attack of Gibraltar, but was eminently ſo at the battle

* Sir Thomas however is ſaid, both by Mr. Secretary Burchet, and Mr. Leake, to have procured intelligence, "that twenty-two great ſhips had paſſed by Faro, from Weſt France, into the Streights; and that the conſul there was informed, they had above forty ſhips of war at Toulon."——Leake's Life, page 65.

off

off Malaga, which preſently ſucceeded it, having had ſeventy-four men killed and wounded.

During the ſucceeding year no particular mention is made of him; but we believe him to have returned to the Mediterranean, in the Bedford, under the command of ſir Thomas Dilkes, who was diſpatched, in the month of February, with a reinforcement of five ſhips of the line for the ſquadron on that ſtation, then under the command of ſir John Leake. He was removed into the Kent at the end of the year, and returned to England with ſir C. Shovel. In the early part of the year 1706, he was appointed to ſerve under ſir Stafford Fairborne, whom he attended in his expedition to the river Charente, and afterwards in that more ſucceſsful one againſt Ofend *. At the latter end of the year he was appointed to command, with the rank of commodore only, a ſmall ſquadron ordered to cruiſe in Soundings, as well for the protection of trade as in the hope of intercepting ſome of the enemy's cruiſing frigates and privateers, which had for ſome time paſt done conſiderable miſchief. He met with but ſmall ſucceſs while employed in this ſervice. The moſt conſequential, and, indeed, only inſtance we find related of it is, his having, in about ten days after he ſailed, captured a French letter of marque, mounting twenty guns, which proved not only a very valuable prize to himſelf, and thoſe under him, but was of conſiderable advantage to the nation, as it was a remarkable faſt ſailer, and had done conſiderable injury to the Britiſh commerce, having taken two prizes but a very few days before.

The reſt of the operations of this ſquadron were confined merely to the duties of keeping out as much on his ſtation as the weather, his ſtock of water and proviſions would permit, and in occaſionally convoying to England ſuch fleets as had put into Ireland, afraid to enter the Britiſh Channel without a conſiderable eſcort. He continued uninterruptedly occupied in this kind of ſervice till the beginning of the month of July, when he was ordered to eſcort, to a certain latitude, and under given reſtrictions, the outward-bound Liſbon fleet. His conduct, in the execution of theſe orders, excited againſt him much

* See the life of ſir Stafford, vol. ii. p. 150, et ſeq.

popular clamour *, which did not, in the smallest degree, affect his reputation. The fire of truth purged away the calumny

* We cannot, perhaps, give a better and more impartial account of this transaction, than by laying before the reader sir Thomas Hardy's case, presented to the house of lords for them to decide upon, together with an abstract of the proceedings of the court-martial held on the occasion, and its decision.

"That naval commander (sir Thomas Hardy) received an order from his royal highness, the lord high admiral, dated the 2d of July 1707, directing him to convoy, with several men of war, all the outward-bound trade that were ready to sail, and see them safe about one hundred and twenty leagues beyond the Land's End. He was then to detach with them some men of war, under the command of captain Kirktown; and he himself, with the rest of the ships under his command, to cruise in such station or stations as should be thought, upon advising with the several captains with him, the most proper for meeting with and protecting the homeward bound Lisbon trade. This order farther directed, that in case sir Thomas Hardy should, in his passage from Spithead into the Soundings, get sight of the squadron of French ships, which had been lately seen off the Lizard, he was forthwith to detach captain Kirktown from him on his voyage to Lisbon, as before-directed; and he, with the rest of the ships under his command, to give chase to, and use his utmost endeavours to come up with, and take, and destroy the said ships of the enemy; but if he found that he could not come up with them, he was to cruise in the Soundings as before directed.

"Sir Thomas Hardy, pursuant to this order, sailed with the squadron under his command, and the outward-bound merchant-men; but being several times forced back by contrary winds, it was the 27th of August 1707, before they got 93 leagues from the Lizard. About half an hour past two that afternoon captain Kirktown, in the Defiance, that was in the rear of the fleet, made the signal of seeing six sail; which being also seen about three, right astern from the masthead of the Kent, sir Thomas Hardy brought-to for the rear, that were a great way off, and spread very much, to come up with the body of the fleet, consisting in all of about two hundred sail.

"Between three and four o'clock, sir Thomas Hardy perceiving that the six sail came up with him apace, notwithstanding it was little wind, and thereby judging they might be seekers, made the signal for the ships that were to continue with him to chase to windward, and also chased himself with them, both to prevent these six sail from taking some of the heavy sailors, and to try to come up with them in case they were enemies.

"About five the six sail were seen from the Kent's deck, making all the sail they could, before the wind, after the fleet: soon after, they shortened sail, and brought-to to speak with one another: whereupon sir Thomas Hardy, believing them to be the French squadron mentioned in his orders, made the signal for the Lisbon fleet to part, while

calumny and dross, leaving the genuine character, like pure metal, unalloyed, valuable, and perfect.

Sir

whilſt he with his own ſquadron continued to chaſe, to windward, the enemy, who had formed themſelves into a line of battle.

"About ſix, the ſix ſail bore away and ſtood to the eaſtward from him. He with his ſquadron made after them, and continued the chaſe till near ſeven o'clock; but then conſidering that it was almoſt night, that the ſix ſail were then hawled-to, and almoſt in the wind's eye, he ſaw no probability of coming up with, or keeping ſight of them, it being little wind; and therefore made the ſignal for the captains with him to come on board, that he might adviſe with them, according to the order before-mentioned.

"The reſult of this conſultation, which was ſigned by fourteen captains, was, that ſir Thomas Hardy ſhould leave off chaſe, and left the enemy (ſuppoſed to be Du Guay's ſquadron, of whoſe ſtrength he was informed by a letter from the admiralty, dated the 8th of July 1707) ſhould paſs by him in the night, and fall upon the trade, which could not be protected by the convoys directed to be left with them; all the captains unanimouſly agreed, that it was for her majeſty's ſervice to bear away, and keep company with the Liſbon fleet till they got 120 leagues, at leaſt, from the Lands End, according to his royal highneſs's orders.

"Sir Thomas Hardy complied with their advice, and ſaw all the fleet ſafe as far as he was directed: but upon the complaint of ſome merchants, ſurmizing that ſir Thomas Hardy had not chaſed the ſix ſail, a court-martial was ordered to examine his conduct therein. The court having examined him, and taken the depoſitions upon oath of captain Roſſey, of the Northumberland; captain Strickland, of the Naſſau; captain Walton of the Canterbury; Edmond Hook, firſt lieutenant of the Kent; William Efford, maſter of the Kent; George Hill, maſter of the Naſſau; John Parrot, maſter of the Canterbury; and Stephen Self, firſt mate of the Kent, gave the following ſentence:

"At a court-martial held on board her majeſty's ſhip Albemarle, on Friday the 10th day of October 1707, in Portſmouth harbour,

Preſent,

Sir JOHN LEAKE, Knt.

Vice-admiral of the white ſquadron of her majeſty's fleet, &c. Preſident,

Captains { Walker, Lumley, Martin, Meads, Gore, Steward, Paul,

All duely ſworn purſuant to a late act of parliament, &c.

"Inquiry was made by the court into the proceedings and conduct of ſir Thomas Hardy, captain of her majeſty's ſhip the Kent, and commander of a ſquadron of her majeſty's ſhips appointed to cruiſe

Sir Thomas, completely and honourably acquitted of this

in the ſoundings, with relation to the ſix ſhips they ſaw on the 27th day of Auguſt laſt, about 93 leagues ſouth-weſt from the Lizard, ſuppoſed to be a ſquadron of the enemy's ſhips under the command of Du Guai Trouin, it being laid to his charge that he did omit and forbear to chaſe the ſaid ſhips of the enemy, notwithſtanding that, by his royal highneſs the lord high admiral's orders of the 2d of July laſt, he is required, on ſight of any ſhips of the enemy, to detach captain Kirktown, with the ſtore-ſhips, victuallers, &c. bound for Liſbon, but with the reſt of the ſhips under his command to give chaſe to, and uſe his utmoſt endeavours to come up with, and to take and deſtroy the enemy.

"The court having ſtrictly examined into the matter, it appeared by evidence, upon oath, of the officers and others of ſeveral of the ſhips then in company of ſir T. Hardy, that ſoon after their ſeeing the ſhips aforeſaid, he did make the ſignal for the ſhips that were to continue with him to chaſe, and then the ſignal for captain Kirktown, and the trade with him, to purſue their voyage; and that he with his ſquadron continued to chaſe till near ſeven in the evening; at which time, finding that they did not gain any thing upon them, the ſaid ſhips being then about nine miles diſtant from him in the wind's eye, and night coming on, he called a conſultation of the captains, where it was agreed to be moſt for the ſervice to proceed in company of captain Kirktown, and the trade with him, 120 leagues, as his inſtructions direct, rather than continue an uncertain chaſe, which might give the enemy an opportunity of getting by, and falling in with the trade after ſeparation. The court having fully conſidered his whole proceedings therein, are of opinion that ſir Thomas Hardy hath complied with his royal highneſs, the lord high admiral's orders, both with regard to chaſing the enemy as alſo protecting the trade; and, accordingly, the court doth acquit the ſaid ſir Thomas Hardy from the charge laid againſt him.

Signed J. LEAKE,
HOVENDEN WALKER,
HENRY LUMLEY,
STEPHEN MARTIN,
T. MEADS,
HENRY GORE,
CHARLES STEWART,
J. PAUL.

"This ſentence was tranſmitted to his royal highneſs, with the depoſitions upon oath of the ſeveral witneſſes. And ſome time after theſe papers were ſent for, and read before her majeſty in council; but though it then appeared that ſir Thomas Hardy was fairly acquitted by the court-martial, yet the proceedings of that court were, on the 15th day of November 1707, read before his royal highneſs, the lord high admiral, and the following flag officers, admiral Churchill, ſir Stafford Fairborn, ſir John Leake, ſir George Byng, ſir John Norris, ſir James Wiſhart, who all approved the ſentence of the court-martial, and gave their opinions under their hands.

"All

this charge, continued to command the Kent till the

" All this not ſatisfying ſome gentlemen of the city, the papers relating to ſir Thomas Hardy's trial were laid before the houſe of commons; but when they were read before the committee, thoſe very gentlemen who had called for them, finding ſir Thomas Hardy ſo clearly juſtified therein, would not purſue the buſineſs as they had deſigned.

" Afterwards, upon a complaint, to the houſe of lords, made by the maſter of a Canary ſhip, that ſir T. Hardy had refuſed to convoy him from Plymouth to Portſmouth, their lordſhips ordered ſir Thomas to attend the houſe, which directed him to attend the committee. The latter took occaſion to examine likewiſe the papers relating to his trial: and after they had read them on the 9th of February 1707-8, ſir Thomas Hardy, with two merchants and the maſter of the Canary ſhip were called in before their lordſhips. Sir Thomas having ſhewed his orders to warrant his refuſal of convoy, he was ordered to withdraw; and ſoon after captain Philips, deputy-uſher of the black rod, came out to ſir Thomas, and told him that their lordſhips found he had fully juſtified himſelf, and done his duty in every reſpect, and therefore that he was diſcharged from any farther attendance upon that committee."

The editor of ſir John Leake's life, who certainly is rather biaſſed in ſir Thomas Hardy's diſfavour, has, nevertheleſs, candour enough to make the following remark on this occaſion.

" It naturally occurs upon this trial to obſerve, how vexatious and troubleſome the merchants have frequently been, and may be to the officers of the navy; for when their ends of gain are not fully anſwered, then follow heavy complaints, and, right or wrong, ſome perſon muſt ſuffer to appeaſe them. If the admiralty cauſe the ſtricteſt inquiry, and it does not ſuit them, then to be ſure they favour their own officers: if a court-martial acquits, they are cenſured as favouring one another: laſtly, if they are diſappointed in what they would have, *if no perſon can be convicted* LEGALLY, *they fly to parliament, to be at leaſt as vexatious as poſſible*; and, after making a great buſtle, it all comes to nothing, which has been the caſe *of moſt of our merchants complaints againſt the officers of the navy*, the fault being generally found to be in themſelves or the maſters they employ. This is a bad return to thoſe brave officers, who freely expoſe their lives in time of war, for an uncertain reward, that theſe traders may in the mean time enjoy wealth and peace at home."

Campbell, who has given the above caſe almoſt verbatim, as his account of the foregoing affair concludes very properly.

" There never was, perhaps, a more juſt ſentence than this, or pronounced upon fuller evidence, and yet ſir Thomas Hardy had his conduct canvaſſed afterwards in every place where it was poſſible to call it in queſtion, which in ſpite of all the prejudices that prevailed at that time, turned very much to his advantage, for he not only eſcaped all cenſure, but continued to be employed, and acquired greater honour from

the month of January 1707-8*, when he was appointed first captain to sir John Leake, who was just before invested with the chief command of the fleet bound to the Mediterranean. Mr. Leake, the editor of sir John's life, uses much argument in endeavouring to convince the world, that this appointment was not the effect of that admiral's free unbiassed choice; but we have little reason to think it otherwise, even from the author's own shewing.

In the first instance, he gives us in the memoirs alluded to, two years before this time, an extract from a confidential letter, written by sir Thomas† to sir John Leake, then at Lisbon, wherein he expresses himself in terms too affectionate and familiar to exist, except between men most truly, and cordially attached to each other.

Sir John had just before acted as president of the court-martial which, in the most unqualified and honourable manner, acquitted sir Thomas of the offence laid to his charge: and had the latter not been certain his conduct, both as a brave commander and an able seaman, had stood the most critical test; had he not well known that, in the scrutiny alluded to, it was impossible for the discerning eye of so able a man as sir J. Leake, to discover the smallest impropriety in his conduct, he never would have been weak enough to solicit so high and responsible a trust under the man, of all others in the world, most capable of representing to those, who are supposed to have recommended him on this occasion, the impropriety of their patronage. Sir John himself, had he not on his part been perfectly well

from the clearing up this charge, than he could have done by barely convoying the fleet if no such accident had happened."

Thus we see the conduct of mercantile people, aided by their constant and worthy coadjutors the mob, hath in all times raised them up as the scourge of honest bravery, and vilifiers of those who have gallantly defended them, and their property.

* He went out for a short cruise under the command of commodore Evans, in the Burford; and, with the Dover, captain Mathews, captured a French frigate, of twenty-six guns, which appears to have been the only remarkable circumstance which occurred during the time the squadron was out.

† See his life, page 214, his words are these, "they are hurrying what they can, to get sir George Byng to come to your relief; but he artfully got a grant to go out in the Royal Anne, else I believe he had come with these ships."

satisfied

ſatisfied both of the propriety of his conduct on the former occaſion, and his ability to undertake the truſt he is *ſaid to have ſolicited* on the preſent, would, certainly, in that fair, open, and manly ſtile, which ever marked his conduct, have remonſtrated againſt the injury of obtruding upon him for ſo high ſtation, ſo intimately connected with his own, a perſon of whom he entertained an ill opinion, and who, of courſe, could not be entitled to his confidence.

As to captain Stephen Martin, to whom, according to Mr. Leake, ſir Thomas was *injuriouſly* preferred, though no man poſſeſſed an higher character, which he always maintained; yet, at the time alluded to, he was, according to the cuſtom of the ſervice, a much leſs likely perſon to be appointed to ſo high a ſtation, in rank equal to a rear-admiral, than ſir Thomas. The date of the latter gentleman's firſt commiſſion, as a captain in the navy, we have already given. Captain Martin did not attain the ſame rank till the month of March 1702, upwards of nine years after him; ſo that the compliment paid to captain Martin, for *ſubmitting* to ſerve under ſir Thomas, is too far ſtrained, to do that gentleman, whom it is intended to honour, any credit.

The moſt probable ſtate of the caſe is, that ſir John Leake, being well acquainted with ſir Thomas's ſufficient abilities to undertake ſo high a truſt, either actually did make choice of him on this occaſion, or, at worſt, moſt cordially acquieſced in the recommendation ſaid to have been exerted in his favour. The event fully eſtabliſhes the truth of this ſuppoſition, the moſt cordial confidence appearing to have always ſubſiſted between them; a confidence that could not have ariſen, had their mutual friendſhip been cooled, in the ſmalleſt degree, by the intervention of a compulſive connexion, or a private preference given to any other perſon as fitter to hold the ſtation alluded to.

Sir Thomas did not officially take upon him the duties of his ſtation till the fleet arrived at Liſbon. The circumſtances which prevented him were ſuch as, in our opinion, reflect on him the higheſt honour, notwithſtanding Mr. Leake expreſſes himſelf of a very different opinion. Having, as may naturally be ſuppoſed, much private buſineſs to arrange and ſettle, previous to his undertaking

dertaking a diſtant voyage, it was agreed between ſir J. Leake and himſelf, that he ſhould join him from Plymouth. Sir Thomas having concluded his private concerns, was on his way thither, when he received information that ſir John, and the fleet, had proceeded down Channel the day before. In this dilemma he prudently and inſtantly determined to remedy his former delay as much as poſſible. The Burford was then laying in the Sound under orders to join ſir John; and ſir Thomas going on board ſailed immediately for Liſbon, to which port he ſuppoſed ſir John had proceeded. He arrived there ſeveral days before the admiral, and on their junction, firſt found, to his utter aſtoniſhment, his former information falſe.

The fleet having taken on board, at Liſbon, ſuch neceſſaries as were immediately needed, it was reſolved, in a council of war, to proceed without delay for Vado, in order to convoy from thence a large body of cavalry deſtined for the ſervice of the enſuing campaign in Catalonia. Sir John, ſoon after his arrival, diſpatched ſir Thomas to wait on the conſort of the arch-duke Charles, at that time contending for the crown of Spain, to learn her pleaſure relative to the embarkation of herſelf and ſuite, which it was reſolved ſhould be convoyed to Spain by the Britiſh fleet. He returned from his embaſſy on the 9th of June, with her majeſty's reſolution to embark, in ten or twelve days, juſt without the city of Genoa, which ſhe determined not to enter, becauſe the republic had refuſed to acknowlege her as queen of Spain.

Sir Thomas was appointed to receive her majeſty; and ſir John having, on this occaſion, removed his flag from the Albemarle to the Cornwall, ordered him to take under his command the Albemarle, with four other ſhips of the line, and a yacht for that purpoſe. The queen having embarked on the 2d of July, the admiral re-hoiſted his flag on board the Albemarle, and ſoon afterwards ſailed for Barcelona, where ſir Thomas had the honour of receiving a valuable diamond ring as a preſent from her majeſty, the then queen of Spain, in teſtimony of her high eſteem and approbation of the care, attention, and reſpect he had ſhewn her during her ſhort voyage. Nothing material occurs relative to ſir Thomas during his con-

continuance in the Mediterranean with the major part of the fleet, with which he returned to England in the month of October.

We find no mention made of ſir Thomas after this time till the beginning of January 1710-11, when he was promoted to be rear-admiral of the blue. We have no other way of accounting for this non-employment, which we believe to have been the caſe, but from ſir John Leake's having himſelf been in the ſame predicament. Mr. Leake's account confirms us in the propriety of this ſuggeſtion, for he quaintly, and ſeemingly forgetful of his ſevere animadverſion on ſir Thomas's former appointment, ſays, that "when that admiral (ſir John Leake) was on the 26th of January 1710-11, nominated admiral-in-chief of her majeſty's fleet for the third time, he made *choice* of his brother-in-law, captain Step. Martin, to be his firſt captain *in the room of ſir Thomas Hardy, who had lately been made rear-admiral of the blue.*"

The firſt command ſir Thomas was inveſted with, after his promotion, was of a ſquadron of four ſmall ſhips of the line, and as many frigates, deſtined for the blockade of Dunkirk. Having hoiſted his flag on board the Canterbury, of ſixty guns, he arrived off the above port on the 21ſt of May, and immediately ordering three of his light ſhips into Flemiſh road, they drove into the harbour two privateers of twenty guns each, and a dogger of eight, which, with ſome difficulty, effected their eſcape, covered by a very heavy fire, which the enemy opened from the pier heads, on their purſuers. There were at this time four ſhips of ſixty guns each, and two frigates, laying in the harbour diſmantled, beſides a ſmall ſquadron which ſir Thomas ſoon after received information was fitting for ſea. To intercept this, as well as a convoy that was daily expected from Bretagne, now became his principal objects. Both, however, eſcaped his vigilance; not from any want of activity or diligence in himſelf, but from a ſtrong ſoutherly and ſouth-weſt wind, which obliged him to quit his ſtation and put into Yarmouth roads. Here he was laying on the 8th of Auguſt, when he received orders to convoy the outward-bound Ruſſia fleet to the northward, as far as the Orkneys, and then return with the utmoſt expedition into the Downs, advice being

being received at home that the French naval partizan, De Saus, was ready to put to ſea from Dunkirk, with one two-decked ſhip and three frigates. Sir Thomas having executed the firſt part of his orders, by convoying the Ruſſia fleet as far as the Shetland iſlands, and then making a detachment ſufficient to protect them to their deſtined port, returned with the remainder to the Downs, from whence he was immediately afterwards ordered to ſail to the weſtward, in ſearch of Du Caſſe. Here he was again as unſucceſsful as he had been when employed before Dunkirk, the enemy eſcaping; and the ſmall ſquadron, commanded by De Saus, taking the opportunity of his abſence, ſlipped out and fell in with the Virginia fleet, capturing ſixteen out of twenty-two ſhips, which compoſed it.

No part, however, of this misfortune was imputed either to the miſconduct or negligence of ſir Thomas *, who put into Plymouth, with his ſquadron, for the winter, on the 23d of October. In the following year he was continued in the ſame command, and ſailed from Plymouth on the 8th of January, with a ſquadron of ſix ſhips. He at firſt met with nothing either very memorable or ſucceſsful, his good fortune being confined to the capture of three or four inconſiderable prizes in the month of February. The moſt remarkable event which marked this cruiſe was the ſecond eſcape both of Du Caſſe and Trouin, whoſe ſquadrons he was principally ſtationed to intercept, but which were happy enough to elude his utmoſt vigilance; nevertheleſs, it is but juſtice to him, to declare he uſed every effort that ability and activity could poſſibly ſuggeſt; and, as Campbell very fairly obſerves, continued to act effectually, and take all the care in his power to diſtreſs the enemy in their naval concerns, till his diligence in this reſpect was ſuperceded by the concluſion of the peace.

The month of Auguſt produced a ſcene ſomewhat more conſequential: he fell in with ſix ſhips and a Tartan, to which he immediately gave chace. The largeſt of theſe hoiſted a broad white pendant, and threw out a ſignal for

* It is ſaid to have been at firſt intended, that the expedition ſent this year againſt Quebec, under ſir Hovenden Walker, ſhould, in his ſtead, have been commanded by ſir Thomas Hardy.

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the reſt to form a line, on the ſuppoſition, as they afterwards confeſſed, that their purſuers were four fluſhing privateers, and two prizes. On a nearer approach, finding their miſtake, they hawled cloſe to the wind, and crouded all the ſail they could, hoping to eſcape. Their utmoſt efforts to effect this purpoſe were in vain, for about five o'clock ſir Thomas was cloſe up with the commanding ſhip, called the Griffin, a veſſel of forty-four guns. She had been in the king's ſervice, but was at the preſent time lent, by him, to the merchants, and was bound to Vera Cruz with a very valuable cargo of bale goods. The chevalier D'Aire, a knight of the order of St. Louis, her commander, immediately brought to, and ſent his boat, with the firſt lieutenant and other officers, on board the flag, to inform ſir Thomas, that, before he ſailed from Breſt, he had received an account from Paris, purporting, that in a few days the queen of England's paſs would be ſent him; but that the wind becoming ſuddenly fair, he was adviſed not to loſe ſo good an opportunity of proceeding well on his voyage, to wait for what could only, in the ſituation of affairs at that time, be conſidered as a mere matter of form.

Sir Thomas, however, with much juſtice, told the French officer, that as the Griffin had no paſs, he certainly ſhould conſider her as a legal prize, and accordingly ſent his firſt lieutenant to take poſſeſſion; he himſelf, with the reſt of his ſquadron, continuing the chace. This he did with ſuch ſucceſs, that out of the remainder, three were captured, and one blown up juſt as her commander had given orders to ſtrike. One of the ſhips captured producing the queen's paſs, was immediately releaſed. The remainder were brought into port; but ſuch was the complaiſance of the Britiſh miniſters of that time, that ſir Thomas, and the captors, after a long and expenſive ſuit to obtain the condemnation of the veſſels juſt mentioned, were obliged to compromiſe the matter by accepting, in lieu of their juſt prizes, a ſum of money far inferior to their value. An ill compenſation to thoſe brave men who had taken them; and an act of ridiculous tenderneſs to an enemy who had, putting the want of the paſs totally out of the queſtion, ſufficiently ſhewn by their conduct in ſhortning ſail and drawing into a line, that, although to

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a ſuperior force they were ready to plead an ignorance of hoſtilities, yet they were at the ſame time perfectly ready to act offenſively againſt thoſe whom they thought themſelves able to cope with.

The peace at Ryſwic taking place immediately after the foregoing event, ſir Thomas ſtruck his flag and had no other appointment during the reign of queen Anne. At the acceſſion of George the Firſt he ſtill continued rear-admiral of the blue, and was in ſo high an eſtimation, both for political integrity and profeſſional ability, that, at that dangerous and critical time when none but men, whoſe principles and general conduct were thoroughly underſtood, and placed far beyond the reach of ſuſpicion or envious malice, could expect to be ſingled out for a command, this gentleman, who has been ſo much aſperſed by Mr. Leake, was inveſted with that at Plymouth, in order to forward the equipment of a ſquadron, leſt France, or any other foreign power, ſhould attempt ſome thing in favour of the pretender.

In the year 1715, it was judged neceſſary to ſend a powerful fleet into the Baltic, under the command of ſir John Norris*: ſir Thomas was appointed at the ſame time his ſecond in command. The events of this expedition were totally unintereſting; but ſuch as they were they will be found related in the life of the commander-in-chief. No mention whatever is made of ſir Thomas, who is ſaid, in a variety of MS. minutes relative to the tranſactions of the navy, to have been, in the following year, *diſmiſſed the ſervice*. If the above information is really true, we profeſs ourſelves totally at a loſs to account for this treatment. His former conduct never appeared to have deſerved it; and his continuance in ſervice under the new ſovereign ſufficiently prove him to have been thought not to have merited it, even by thoſe who were moſt likely to have examined the former conduct of thoſe they employed with a ſuſpicious and wary eye. During the laſt expedition in which he appears to have been employed, there is not the ſmalleſt trait of any part of his behaviour that could, in any degree, render warrantable ſo harſh and violent a meaſure: nevertheleſs, from the mul-

* See his life, vol. ii. p. 349.

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plicity of concurrent teſtimonies, we believe it to have been adopted. From the ſame kind of information as that on which we formed our foregoing opinion, we likewiſe learn that he was afterwards reſtored to his rank, and promoted to be vice-admiral of the red, moſt probably by the ſame capricious party that deprived him on the former occaſion. He does not, however, appear to have ever been, after this time, called into active ſervice, but to have died, in retirement, in the month of Auguſt 1732.

We have only to obſerve ſhortly on the life of this gentleman, that few men appear to have ſerved more reputably, to have waited for promotion with leſs impatience, or to have been longer before he received it.

HILSLEY, Francis,—was, on the 3d of January 1693, made captain of the Phœnix fireſhip. He was very ſoon afterwards removed into the Owner's Love, alſo a fireſhip; in which veſſel he died on the 2d of May following.

HOCKADAY, William,—from being, in 1693, third lieutenant of the Britannia, on board which ſhip the joint admirals-in-chief, Killegrew, Delaval, and Shovel hoiſted their flag, was promoted, on the 20th of September, to be commander of the Vulcan fireſhip. No other mention is, on any occaſion, made of him, except that we have ſeen a MS. note relative to his death, which is ſaid to have happened on the 23d of October 1724.

HORNE, or HERNE, John,—from being 2d lieutenant of the Oxford, a fourth rate, was promoted, on July 21, 1693, to the command of the Hunter fireſhip. He never attained the command of a ſhip of the line till ſome conſiderable time after the acceſſion of queen Anne, nor is the ſmalleſt mention ever made of him; a circumſtance, conſidering his rank in the ſervice at that time, little to be wondered at. In 1704 we find him captain of the Centurion, of fifty guns, one of the ſhips, under ſir G. Rooke, at the battle off Malaga, in which he bore a diſtinguiſhed part, notwithſtanding he commanded a ſhip little calculated, from its inferior ſize, to ſtand the ſhock of ſo rude an encounter. His gallantry was immediately afterwards rewarded with the command of the Graſton, of ſeventy guns, in the room of ſir Andrew Leake, who was killed

in the above engagement. This promotion he did not long enjoy, dying at Liſbon on the 25th of December 1705.

HUNTINGTON, John,—having, in 1693, ſerved as firſt lieutenant of the St. Michael, of ninety guns, at that time commanded by ſir John Munden, was, on the 12th of December in the ſame year, promoted to be captain of the St. Vincent fireſhip. We believe he continued in this veſſel many years, as we have no proof of his having held any other command; and we know him to have continued in commiſſion, at leaſt, till the end of the war. Nothing is ſaid of him after this time, either in hiſtory or any of thoſe documents we have been able to procure.

JULIUS, William,—was, on the 10th of June 1693, appointed commander of the Cheſter, of forty-two guns, at that time in the Weſt Indies, under the command of ſir Francis Wheeler. He continued on the ſame ſtation after the principal part of the fleet had returned to England with the admiral, being left behind, together with ſome of the ſmaller ſhips, for the better protection of commerce. In the month of April 1694, being cruiſing off Dominica, he fell in with, and drove on ſhore, a large French privateer, mounting eighteen guns. The veſſel, almoſt immediately afterwards, took fire, and blew up; her crew unhappily periſhing, except a very ſmall number, which were ſaved by the Cheſter's boats. Captain Julius had, in a ſhort time after this, the good fortune to take ſeveral valuable prizes, and with this ſucceſs returned to England about the cloſe of the ſame year.

Early in the following ſpring, ſtill remaining in the Cheſter, he was employed to cruiſe in the Channel, under the orders of ſir Cloudeſley Shovel; but does not appear to have met with any opportunity of diſtinguiſhing himſelf worth recounting. In 1696 he was promoted to the Colcheſter, a large fourth rate, and again ſent to the Weſt Indies under the command of the admirals, Neville and Mees. He was concerned in all the little land enterpriſes, under Mr. Mees*, which took place, and were rather numerous, during this expedition. Remaining behind

* See vol. ii. p. 281.

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in the Colcheſter, after the reſt of the fleet returned to England, he unhappily fell a victim, in the following year, to the climate, which had, in the preceding one, been ſo remarkably fatal to ſuch a number of his cotemporaries. His body was brought back to England and interred in Weſtminſter-abbey *.

KIDWELL, John.—Nothing is known to us, relative to this gentleman, but that he was appointed commander of the Julian Prize, a ſmall frigate, on the 10th of June 1693. No mention is made even of the time of his death.

KIRKTOWN, or KIRKTAINE, Robert,—was, on the 23d of November 1693, made commander of the Roebuck fireſhip. He was quickly promoted to ſome ſhip of ſuperior conſequence; but in which he had no opportunity of diſtinguiſhing himſelf. In 1695 we find him captain of the Roebuck, a fourth rate, then employed to cruiſe in ſoundings. He had conſiderable ſucceſs in this kind of ſervice, having captured ſome privateers, which, notwithſtanding they were not formidable in point of force, had done much miſchief to the Britiſh Commerce. Towards the cloſe of the year he was ſent to the Mediterranean, under commodore Moody, to convoy the outward-bound Turkey fleet. He continued in the Mediterranean as a cruiſer after his return from this ſervice; and, in the month of Auguſt following, made prize of a very valuable ſhip, outward-bound, from Marſeilles to Martinico, mounting twenty guns. On his return to England, and his original occupation as a cruiſer in ſoundings, he had the good fortune, in the month of September 1697, to capture a French frigate of twenty-four guns. The peace at Ryſwic taking place immediately after this time, the Rocheſter was put out of commiſſion; and he had no other appointment till after the acceſſion of queen Anne.

* Where a plain marble tablet has been erected to his memory, bearing the following inſcription:

"Near this place lyeth the body of captain WILLIAM JULIUS, late commander of his majeſty's ſhip the Colcheſter, who departed this life the 3d of Oct. 1698, aged 33 years."

Immediately on the proſpect of a rupture with France, in 1702, captain Kirktown was appointed to the Plymouth, of ſixty guns, one of the ſhips ſoon afterwards ſent, under ſir George Rooke, againſt Cadiz. Early in the following ſpring he was promoted to the Suffolk, a third rate, one of ſir Cloudeſley Shovel's fleet in the enſuing ſummer, on his expedition for the relief of the Cevenois. Continuing in the ſame veſſel during the year 1704, he very much ſignaliſed himſelf, under ſir George Rooke, both in the aſſault of Gibraltar, and the battle off Malaga, which preſently ſucceeded it. In this engagement he himſelf, as well as his firſt, ſecond, and third lieutenants, his maſter and his boatſwain, were all ſeverely wounded. This accident compelled him to retire, for a ſhort time, from the ſervice, in order to procure the better reeſtabliſhment of his health. We hear nothing of him after this time till we find him, in 1707, captain of the Defiance, one of the ſquadron, under ſir Thomas Hardy, appointed to convoy the outward-bound Liſbon fleet; a particular account of which ſervice has already been given in the life of that commander. As no mention is made of him after this time, it is moſt probable he retired from the ſervice on a penſion. He died on the 9th of July 1718.

LAWRENCE, LAWNCE, or LANCE, James, — was, on the 12th of January 1693, appointed commander of the Charles fireſhip. After the return of ſir G. Rooke's ſquadron from the Mediterranean he was promoted to the Sheerneſs, a frigate ſtationed as a cruiſer in the Iriſh ſea, in company with the St. Alban's and Virgin's Prize, commanded by the captains Gillam and Hales*, whoſe melancholy fate he beheld but could not prevent. In the beginning of the month of January 1693-4, he performed a piece of ſervice too memorable and gallant to be paſſed over in ſilence. He fell in with two French privateers, one mounting thirty-two the other twenty-four guns, off the mouth of the river Kilmare, in which they had juſt before ſeized two prizes, one of them a very valuable ſhip from Barbadoes. Captain Lawrence immediately engaged them both for five hours, when night came on, and

* Vol. II. p. 253, and 314.

the

the enemy, happy in that advantage, crowded all the ſail they could to eſcape: this the Sheerneſs was not able to prevent, though ſhe had ſuſtained but little damage in the fight. The two prizes, ſeparated in conſequence of this encounter from their captors, and were very ſoon afterwards retaken by different ſhips. Soon after his return into port he was promoted to the Reſerve, a fourth rate, employed alſo as a cruiſer, but on a different ſtation, from Uſhant to Cape Clear. In the beginning of the month of September he took, in company with the Foreſight, a large privateer belonging to St. Maloe's, mounting twenty-eight guns. This was a prize of conſiderable conſequence, her force not only being ſo great as to render any merchant-ſhip ſhe fell in with an eaſy conqueſt, but ſhe was alſo one of the fineſt ſailing veſſels at that time fitted out of France, not having been captured till after a chace of upwards of eighteen hours.

Captain Lawrence was, not long after this time, removed into the Experiment, and ſent to the Weſt Indies, where he unfortunately died, in the very prime of life, on the 15th of September 1695.

LITTLETON, James, — was the great nephew of ſir Thomas Littleton, baronet, of whom Boyer makes the following honourable mention, which we have thought it proper to inſert, as being materially connected with the life of this gentleman*. He was, on the 27th of February 1692-3,

* "On the 1ſt of January died ſir Thomas Littleton, baronet, whoſe father bore both his names. Having an elder brother, he was put an apprentice to ſir John Moor, citizen, and ſometime lord mayor of London, with whom, having continued for ſome time, during which his elder brother died, his father, with ſir John's conſent, took him away, and gave him a liberal education, ſo that, in 1688-9, he became member of the convention parliament, for Woodſtock, in Oxfordſhire, and one of the managers of the houſe of commons, at a free conference held with the lords, about the words abdicated and deſerted, wherein he acquitted himſelf with applauſe. He was elected member for the ſame place in ſome of the enſuing parliaments, and once for Caſtlerifing. He was choſen ſpeaker of the houſe of commons in the parliament which ſat in December 1698, and in the year 1700, upon the reſignation of Edward, earl of Orford, he was made treaſurer of the navy, which place he held till his death. Sometime before, having no child of his own, he procured the honour of the baronetage to be entailed on his great nephew, captain Littleton's ſon, whom he

1692-3, appointed captain of the Swift Prize, a ſmall frigate of twenty-four guns. We hear nothing more of this gentleman till the beginning of the year 1695, when he commanded the Portland, of forty-eight guns, one of the ſhips employed, under ſir Cloudeſley Shovel, in the Channel ſervice. He was removed ſoon after this into the Bonadventure, of fifty guns, in which ſhip he was employed to cruiſe, for the protection of trade, in the German Ocean. He met with ſome ſucceſs, principally in capturing the ſmall French privateers who infeſted that ſea. He very ſoon afterwards returned back to his old ſhip, the Portland; in which he was ſent, in the enſuing ſummer, to Newfoundland; and from thence ſailed, towards the cloſe of the year, with thoſe veſſels that were deſtined for the Mediterranean. Having eſcorted them to their ſeveral ports in ſafety, he prepared to return to England with ſuch ſhips as were ready to accompany him. In his paſſage down towards the Streights he put into Algiers, where he was received with the higheſt reſpect. After a very ſhort ſtay at this port he repaired to Cadiz, and from thence to England, where he arrived the beginning of May.

In the month of January 1698-9, he was ordered to the Eaſt Indies, under the command of commodore George Warren, who was ſent thither to ſuppreſs a very formidable band of pirates, who had ſettled on the iſland of Madagaſcar, and had long infeſted thoſe ſeas. The commodore dying not long after his arrival on the ſtation, the command devolved on captain Littleton, whoſe ſpirit and activity, in deſtroying ſeveral of their principal ſhips and veſſels, laid the firſt foundation of their ſuppreſſion, which a proclamation of pardon, very timely iſſued, to ſuch offenders as ſhould voluntarily ſurrender, by totally diſuniting and making each man jealous of his fellow, quickly afterwards completed. This buſineſs being happily concluded he returned to Europe: and, on the commencement of the war with France, in 1702, was appointed

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them undoubtedly deſigned for his immediate heir; but altering his mind, he left his eſtate to the captain, upon condition he ſhould pay his lady a large annuity out of it. Sir Thomas was a man of ready wit, as well as good underſtanding, and an uſeful member in the houſe of commons."

captain

captain of the Medway, of fifty guns: in which ſhip he was employed to cruiſe in the Channel, for the better protection of trade. While thus employed he had no greater ſucceſs than that of taking two or three ſmall ſloops of war and privateers; but in the following year had much better fortune. In the month of Auguſt he was ordered to cruiſe in Soundings, together with the Chatham and Worceſter, both of them fifty gun ſhips, commanded by the captains, Bokenham and Butler. The Chatham being a-head, fell in with two French ſhips of war, called the Jaſon and the Auguſt, about two o'clock in the morning of the 28th, and engaged them both very cloſe for a ſhort time, till the day broke, when the enemy ſeeing the other ſhips coming up, bore away and endeavoured to eſcape. The Chatham and her companions gave chace. An interrupted action of ſome length took place, and the enemy at laſt ſurrendered, as ſoon as the Medway was able to get up and engage alſo *. In the month of September he brought into Plymouth two large privateers belonging to St. Maloe's, one mounting eighteen, the other twenty guns, which he had taken at the entrance of the Channel; and in the ſame month, a few days, as it is believed, before the above-related ſucceſs, captured a French frigate mounting twenty-eight guns.

No mention is made of this gentleman, relative to the ſtation on which he was employed, during the year 1704, moſt probably it was in the Channel. We find but little notice taken of him after this time till the year 1710, when he was appointed commodore of the Weſt India ſquadron. He was, notwithſtanding this ſilence relative to him, conſtantly employed in active ſervice, principally, if not wholly in the Mediterranean, where the torpid mode of carrying on a naval war, induced by the conduct of the enemy in the ſame part of the world, may well account

* Lediard, who is the only hiſtorian that has given any account of this tranſaction, has ſtated theſe ſhips as forming a part of the fleet under ſir Cloudeſley Shovel, who had before this time arrived in the Mediterranean. He is certainly however miſtaken as to this part of the fact; they belonged to a ſquadron under rear-admiral Dilkes, ſent to convoy an outward-bound fleet to a certain latitude, and ordered afterwards to cruiſe at the entrance of the Channel.

for our not being able to deſcend more into particulars. The moſt material and intereſting circumſtance we have been able to diſcover is, that in 1706 he was appointed colonel-commandant of a battalion of ſeamen, formed, by order of ſir John Leake, to aſſiſt in the reduction of Alicant.

In the month of Auguſt 1710, he was appointed to command, as commodore, a ſmall ſquadron, conſiſting of two fourth rates and a frigate, intended to be ſent to the Weſt Indies for the better protection of that part of the world. He ſailed from St. Helen's on the 24th of Auguſt, and arrived at Jamaica on the 2d of November, without having met with any remarkable occurrence * during his paſſage. Campbell beſtows the following juſt encomium on this appointment. "This gentleman was exceedingly well qualified for that ſtation; he had all the abilities and experience that could be wiſhed for in a ſea-officer, and yet was as ready to aſk and receive advice as if he had neither." The commodore's firſt ſtep, after he had provided for the ſecurity of trade, by appointing ſuch convoy as was requiſite for the ſhips that were then laden for Europe, was to ſend the Roebuck and Nonſuch, two ſhips which he found in the Weſt Indies, to reconnoitre the port of Carthagena, where, as it was reported, a ſquadron of ſix ſhips of the line had arrived a ſhort time before. This intelligence was quickly diſcovered to be falſe. Captain Hardy, the ſenior officer of the ſhips juſt mentioned, had it alſo in orders from the commodore, to uſe every poſſible means of gaining ſome intelligence relative to the galleons, as well as to their intended time of ſailing, as to the eſcort which was to accompany them. But, notwithſtanding every endeavour was uſed to fulfil theſe inſtructions, no other information could be procured, but that the galleons had no eſcort.

The interval between this period and the month of May paſſed on in all the quietude of the profoundeſt peace: but about that time the commodore received repeated infor-

* The only one we meet with is, that the Medway Prize, which was his frigate, took a ſmall privateer while the ſquadron was running down the Britiſh Channel.

mation,

mation, from different quarters *, that monſieur Du Caſſe had either actually arrived at Carthagena, or was on his paſſage thither, and hourly expected. Inſtantly, on his receiving this information, he diſpatched a ſmall veſſel to captain Hardy, who ſtill continued at ſea, cruiſing though ineffectually, off the Spaniſh coaſt, and ordered him to return, without delay, to Jamaica, that he might concentre his force, and attack, if it were poſſible, the French ſquadron and the galleons under their convoy.

On the 23d of May, a prize, taken by captain Vernon, of the Jerſey, afforded more accurate intelligence of the motions and force of the enemy. This veſſel had ſailed from Port Louis on the 20th, in company with Du Caſſe, who had proceeded, with three ſhips of two decks, and two frigates, for Carthagena, where two French ſhips, one of fifty and another of forty-four guns, had arrived about ten days before, all of them intended to eſcort to the Havannah, and from thence to Cadiz, the commodore's hoped-for prize. The Jerſey was immediately re-diſpatched to ſea to gain ſome farther intelligence, and to look, if poſſible, into the harbour of Carthagena. Capt. Vernon effected this ſervice on the 28th of June; and returning to Jamaica on the 4th of July, brought the commodore advice that there were twelve ſhips and five ſmall ſloops in the harbour of Carthagena; that of the former there were only ſix rigged and in a condition for ſailing, and two others which he believed to be fitting for ſea. Thoſe which were equipped were, the St. Michael of ſeventy-four, the Hercules of ſixty, the Griffin of fifty, the Spaniſh vice-admiral of the galleons, which mounted ſixty guns, all braſs, and two ſmall frigates.

The commodore, in conſequence of this information, put to ſea on the 15th with five two-decked ſhips, and a ſloop of war. He arrived off the coaſt of New Spain on the 26th, and on that very day chaced five large ſhips cloſe

* Firſt by a number of veſſels which arrived from Madeira, and reported the French ſquadron had actually paſſed by that iſland before they ſailed; and afterwards by a Spaniſh prize, on board which was found a letter from the governor of Carthagena, wherein he informed his correſpondent, that he daily expected the arrival of Du Caſſe with a force, conſiſting, as he had every reaſon to hope, of ſeven ſhips of conſiderable force.

under

under Bocachica caſtle, which ſtands at the entrance of Carthagena harbour. Thus diſappointed he ſtood off during the night; and the next morning, while running in for the land, got ſight of four large ſhips, to which he immediately gave chace. One of theſe afterwards proved to be the vice-admiral of the galleons; who miſtaking Mr. Littleton's ſhips for Du Caſſe's ſquadron, lay-to for the greateſt part of that day, ſo that, about ſix at night, the two headmoſt ſhips of the ſquadron, the Saliſbury and Saliſbury's Prize, came up with and began to engage; the commodore himſelf, getting up very ſoon afterwards, was juſt preparing to fire, when the Spaniard hawled down his colours. The vice-admiral himſelf being wounded by a ſmall ſhot, died ſoon after. This prize unfortunately proved much leſs valuable than was expected, Du Caſſe having, for better ſecurity, and through ſuſpicion, as it is ſaid, of her commander, removed all the public treaſure on board his own ſhip, ſo that only an inconſiderable quantity of ſpecie, belonging to private perſons, was found in her. It appears, from the commodore's own letter, that the ſquadron had only one man killed and ſix wounded in this encounter; and Campbell informs us, in a note, that although the commodore himſelf, as well as all Engliſh hiſtorians, have treated the foregoing as an inconſiderable capture, a Dutch author inſiſts the two prizes, together with their cargoes, were worth one hundred thouſand pounds. The Jerſey took another of the ſhips in company, which belonged to the merchants, mounting twenty-ſix guns, and laden principally with cocoa and wool. The other two eſcaped.

Mr. Littleton learning, from the priſoners taken on board the prize, that the ſhips he had chaced on the preceding day were ſhips that had come out of Carthagena with Du Caſſe, who had ſailed from thence only on the 25th, and knowing that the French chef D'Eſcadre intended to put into the Havannah, he determined to cruiſe a ſmall diſtance to leeward of Point Pedro ſhoals, as the moſt likely place to intercept him. His firſt care, however, was to diſpatch to England, under a proper eſcort, all the merchant-ſhips that were laden and ready to ſail. Theſe he ſent off about the beginning of Auguſt, under convoy of the Nonſuch; and returned, at the latter end of the

the ſame month, to his cruiſing ſtation. He had not long been at ſea before he received information, from the captain of the Medway's Prize, that the maſter of a trading veſſel had juſt before depoſed, on oath, before lord Archibald Hamilton, at that time governor of Jamaica, that a French fleet, conſiſting of eighteen ſhips of war, with a number of tranſports, full of troops, under their convoy, had juſt before arrived at Martinico, intended, as it was generally ſuppoſed, to attack the Weſt India iſlands.

Induced by this information, which was afterwards found to be totally falſe, Mr. Littleton prudently determined to return to Jamaica, for the better defence of that iſland; and monſ. Du Caſſe, in this unhappy interval, fortunately for him, got into the Havannah, an eſcape it would have been impoſſible for him to have effected, without an action, had not the Britiſh ſquadron been thus ſeduced, to quit its ſtation. This diſappointment, grievous as it muſt have been to the commodore, did not entirely blaſt his hopes of ſtill ruining the French armament: he accordingly returned, and cruiſed for a conſiderable time off the Havannah, but without obtaining that happy reward his bravery, indefatigable induſtry, and activity, juſtly merited.

Although the commodore had thus failed in the grand object of his hopes and wiſhes, the ſhips under his command had ſeldom been ſo fortunate under any former officer in the ſame part of the world. Nothing at all memorable took place after this time during his continuance on the ſame ſtation. He was relieved, in the month of July, by ſir Hovenden Walker, and a force much ſuperior to that which he himſelf had commanded. Soon after ſir Hovenden's arrival he ſailed for England in the Defiance, the ſhip on board which he had carried his pendant during his preceding command; this was in the month of Auguſt 1712; a large fleet of merchant-ſhips returning with him, under his convoy, which he conducted to England in the greateſt ſafety. It is but juſtice to Mr. Littleton to add, in this place, the remarks made by Dr. Campbell, on his conduct during the time he remained on the ſtation before-mentioned *. After his return to Europe

* "He took all the care that was poſſible to obtain proper intelligence of the motions of the galleons, and at the ſame time he neglected nothing

Europe he enjoyed a temporary relaxation from the fatigues of ſervice, which his health and his late long continuance in the Weſt Indies rendered at this time very neceſſary.

In 1714 he was appointed commiſſioner of the navy reſident at Chatham, an office he continued to hold till his death, notwithſtanding his promotion to a flag not long after this time. This is a circumſtance not only highly unuſual, but then totally unprecedented, and never ſince purſued. It is more worthy of remark, as nothing could have been a ſtronger indication of the high opinion entertained, by the ſovereign and his miniſters, of Mr. Littleton's worth, than ſuch ſpecies of indulgence.

On the 1ſt of February 1716, being not long after the acceſſion of king George the Firſt, he was promoted to be rear-admiral of the red, on the removal of ſir Thomas Hardy, and appointed to ſerve in that ſtation on board the fleet ſent to the Baltic in 1717, under the chief command of ſir George Byng. The ſeveral circumſtances attending this expedition being remarkably trivial, little notice was taken of it even in the life of ſir George *, ſo that it is totally unneceſſary to enter into any farther detail on this occaſion †. On the 15th of March 1717, he was advanced to be vice-admiral of the blue; as he was, on the 7th of March in the enſuing year, to be vice-admiral of the white. He does not appear, however, to have ever gone to ſea. In the year 1719 he was appointed firſt captain or captain of the fleet to earl Berkeley, who had an extraordinary commiſſion from the king to hoiſt the ſord

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nothing that the merchants thought requiſite, either for the ſecurity of their trade in thoſe parts, or for the ſafe convoy of ſuch ſhips as from time to time were ſent home; ſo that, during his ſtay at Jamaica, there were few or no complaints, but every body ſtudied to mind his own buſineſs, and to diſcharge, when called upon, his duty in the public ſervice."

And again, "we now return to the Weſt Indies, where we left commodore Littleton, with a ſmall ſquadron, protecting the trade and annoying the enemy as much as *his ſtrength* would permit."

* See Vol. II. p. 206.

† It ſeems very much to be doubted, whether Mr. Littleton actually did accompany this fleet. Lediard, Campbell, and other hiſtorians ſay, almoſt in deciſive terms, that he did not. Rapin and Colliber mention only ſir George.

high

high admiral's flag, and consequently had three captai under him, an extraordinary privilege attached to t high office, which the special warrant the earl had c tained, brought him as near, in point of honour power, as he possibly could be, without being actu invested with it. This fleet, however, in consequen the speedy termination of the war with Spain, neve t to sea. Mr. Littleton did not long survive, dying he 5th of February 1722-3, and leaving behind a char which, in point of intrinsic merit, few, although her in popular opinion, have even equalled, and none ex ed.

LOADES, Edmund,—from being second lieute t of the Britannia, the admiral's flag ship, in the year 16 was, on the 12th of July, promoted to the comman the Saudadoes frigate. We hear nothing of him this time till we find him, in 1695, commanding the ney, a fourth rate, in the Mediterranean, under admi ussel: this being a ship of that class best suited for oying victuallers and vessels laden with necessaries fo fleet, captain Loades appears to have been principall ployed in this kind of service. He remained on the station, as a cruiser, after the return of the fleet to E nd, and met with considerable success. In the mon March 1695-6, he captured a large French priv frigate, called the Phœnix, mounting thirty guns. l, in the month of July, being then in company wit Canterbury, he made prize of a valuable ship fr Marseilles, mounting eighteen guns. He was on his n to England, in the month of August, when he f with, off the coast of Portugal, a very large two ed private ship of war, belonging to Bayonne, ca fifty-four guns and three hundred men. Captain L , although of much inferior force, hesitated not a m t to engage her: but the action taking place near th re, after it had continued with good spirit for two the enemy fled and got under the guns of a Portu fort, where, by the law of nations, she was secure. disparity of the loss evidently marks the great judg with which captain Loades conducted the action his part, the enemy having had forty men killed a wards of fifty wounded, her main and mizen-mast falling soon after

ar ſhe came to an anchor; while the Romney had only ſe men killed and eight or nine wounded.

'o other mention is made of captain Loades, nor does he pear to have held any commiſſion, till the year 1761, wh he was appointed commodore of a very ſmall ſquadro conſiſting of three frigates, ſent to Cadiz to bring fro hence a large quantity of naval ſtores, that had been left re at the concluſion of the preceding war, together th the effects of ſuch Engliſh merchants as were ſettle here, whoſe property, it was feared, the Spaniards migh induced to ſeize in caſe of a rupture between that c try and England. It required much judgement, patien and aſſiduity, to fulfil this commiſſion; and captai ades by no means proved himſelf deficient in either. e was ordered on no account to put any thing to the rd, but to cruiſe with his little ſquadron off Cape S l, ready to receive on board ſuch property as the mer ts ſhould find it convenient, from time to time, to off. He was inſtructed alſo to cauſe ſuch ſtores, as e capable of being moved with convenience, to be ſhi on board proper veſſels, and the remainder deſtroyed iſpoſed of to the Spaniards on the beſt terms he could

From t utline of the buſineſs that was intruſted to him it ma ly be admitted, that thoſe requiſites which we have ju ed, as neceſſary in ſo delicate a commiſſion, have by no means multiplied beyond what the nature of t e actually demanded. This extraordinary care o part of government was, in the higheſt degree, com able; and not only the mercantile part, but the nati large, appeared fully ſenſible of it. But although the modore paid the higheſt attention to the collection o much private property as the ſeveral owners were nd willing to remove, he only brought home about ſh ouſand pieces of eight; and this was chiefly on acc of the two Eaſt India companies, for private perſon e not able, at that time, to convert their property money, from the great ſcarcity of ſpecie which ed at Cadiz, and was likely to continue till the ar of the flota.

As to the pu ffects, every thing poſſible was done that could afford benefit to the nation, or cauſe the Spaniards

Spaniards to reap as little advantage as poſſible from the neceſſity of this ſudden removal. Such ſtores, indeed, as could not be taken away were of courſe diſpoſed of to them, and at a price conſiderably under their real value; this, though it might eaſily have been foreſeen, could not, conſidering all the circumſtances, poſſibly be avoided.

The commodore having proceeded thus far in his commiſſion, ſent, as a concluſive ſtroke, a veſſel, into the harbour of Cadiz, for the purpoſe of bringing out two Engliſh hulks which had been uſed, during the preceding war, for heaving down ſuch ſhips as ſtood in need of it. As it was impoſſible to navigate veſſels of that deſcription back to England, they were towed out to a conſiderable diſtance and there ſunk, to prevent a future enemy from deriving any aſſiſtance of the ſame nature from them. While the Engliſh ſhips lay at anchor in the Bay of Bulls, where the commodore was obliged, by a ſtrong weſterly wind to put in, a French ſquadron, which was driven in by the ſame inconvenience, appeared very anxious to ſeize the firſt poſſible opportunity of ſhewing ſome extravagant inſult to Mr. Loades and his ſmall force; this he prudently took care to prevent by putting to ſea, chuſing rather to brave the inclemency of the weather, than riſk being charged as the firſt cauſe of a war, by ſtaying to receive that affront which would unavoidably involve his country in one.

Soon after the acceſſion of queen Anne, captain Loades was appointed to the Warſpight, of ſeventy guns, one of the ſhips ſent, towards the end of the year 1702, under ſir Cloudeſley Shovel, to reinforce ſir George Rooke. He ſerved under the ſame admiral, during the following year, on his expedition to the Mediterranean; and when the fleet was on its return to England, he aſſiſted the captains, Norris and lord Durſley, in capturing the Hazard, a French ſhip of war mounting fifty-two guns *. In the following year he again ſailed for the Mediterranean, under the command of ſir George Rooke. He was ſtationed to lead the van of ſir Cloudeſley Shovel's diviſion, who appears to have very juſtly conceived an high opinion of him. At the battle off Malaga he behaved

* See Vol. II. p. 345.

with

with the moſt diſtinguiſhed gallantry*, and is particularly marked by ſir Cloudeſley, in a private letter written by him, giving an account of the action. Captain Loades appears to have been always, after this time, employed in the Mediterranean, principally alſo in ſuch diviſions of the fleet as were under the immediate command of admiral Shovel, who was remarked for never forſaking the intereſt, or waving the friendſhip of that man whoſe behaviour he had once approved, and taken notice of.

From the poverty of events which attended the naval operations of this period we meet with nothing relative to this gentleman worthy of recording, except that, in 1705, he was ſent to reduce the town of Denia, while the main body of the fleet was employed in the ſiege of Barcelona. This ſervice he effectually performed; and was, in 1706, pitched upon, by his friend ſir Cloudeſley, to command the Aſſociation, of ninety guns, the ſhip on board which he hoiſted his flag as commander-in-chief of the Mediterranean fleet. This was a fatal honour to captain Loades, he having experienced the ſame melancholy end which attended his gallant patron. It is almoſt needleſs to repeat, that the Aſſociation was loſt, upon the rocks of Scilly, on the 22d of October 1707; not one of the crew ſurviving this melancholy diſaſter, which, from its magnitude and conſequence, might be truly called a national calamity.

LUMLEY, Henry,—was appointed captain of the Fortune fireſhip on the 22d of March 1693. It is very ſingular that no other mention is made of this gentleman, except that, in 1707, he was one of the members of the court-martial, held for the trial of ſir Thomas Hardy. Captain Lumley died ſometime in the year 1720.

LYTCOTT, or LYDCOTT, John,—was appointed to command the Rupert Prize, a frigate of twenty guns, on the 23d of January 1693. This veſſel was at firſt employed ſolely in attending the muſter-maſter of the fleet, but in the following year was converted into a cruiſer: in this ſervice captain Lytcott was very ſucceſsful. In the month of May he at one time brought in three veſſels laden with naval ſtores for France. This activity was

* The Warſpight had ſixty-one men killed and wounded.

rewarded, not long afterwards, by his promotion to the Sapphire, a frigate of thirty-two guns. In this veſſel we find him principally employed to attend the ſmall ſquadron, under lord Berkeley of Strattop, and ſir Cloudeſley Shovel, his name frequently occurring as the bearer of diſpatches from thoſe commanders *. He was occaſionally detached on different ſervices, though of little note, ſuch as that of protecting the fiſhery off the Dogger Bank, and others of the ſame unenviable kind.

His diligence and attention to theſe employments, where it was impoſſible for him to acquire fame, were not neglected by thoſe who were at the head of the naval adminiſtration, ſo that, in the following year, he was promoted to the command of a ſhip of the line and ſent to the Weſt Indies, where he fell a victim to that almoſt peſtilential diſeaſe, which, induced by the change of climate, proved ſo remarkably fatal, during this year, to ſuch a number of brave commanders. He died on the 4th of June 1697.

MORGAN, William.—The name of this gentleman occurs, as having been appointed commander of the Julian Prize, a ſmall frigate, on the 19th of March 1693; but no farther mention is ever made of him.

PETT, Phineas.—The name of this gentleman is well known to the naval world, his anceſtors and relatives having been, ſucceſſively, builders of the royal navy for near a century. Captain Pett's name is, we know not why, omitted in all the liſts of commanders we have been able to procure; and were it not from our learning, by a private memorandum, that he was appointed a captain in the navy about the year 1693†, we ſhould have purſued the

* He brought the news of the bombardment of Calais, and the ſurrender of the caſtle of Namur.

† We find the following honourable mention made of him in a letter from Dublin, dated June the 4th, 1694.

" On Saturday laſt arrived here the Scotſdyke yacht, captain Phineas Pett commander, from Cheſter, who brought over the lord chancellor Porter, the lord chief juſtice Reynell, and ſeveral officers belonging to the new regiments now raiſing here; the day before, there came up with them a ſhip under Oſtend colours, carrying fourteen guns and ſix patareroes, but ſoon after, ſhe put up French colours, and bearing down upon the yacht, and ſhe would have boarded her, poured into her a volley of great and ſmall ſhot. Captain Pett, who had put

the ſame conduct and alſo have omitted him. No other particulars relative to him, but that of his appointment, are known, except the extract inſerted beneath, which is far too honourable a teſtimony of his gallantry to be omitted.

RIGBY, Edward,—was, on the 13th of January 1693, made captain of the Mermaid fireſhip. We hear nothing of him afterwards till the year 1695, at which time he commanded the Dragon of forty guns, one of the ſquadron, under commodore Moody, appointed to eſcort the outward-bound Turkey fleet. While on his paſſage up the Mediterranean he took two valuable prizes. No other notice is taken of him except, what we would fain ſuppreſs. Convicted, in the year 1699, of the moſt deteſtable of all crimes, he was, moſt deſervedly, ſentenced to the moſt infamous of all puniſhments. Flying his native country, which might juſtly diſdain to acknowledge him for a citizen, he flew into France, where, if it were poſſible for him to ſuperadd any thing to the black catalogue of his crimes, he encreaſed that horrour and deteſtation every man muſt feel againſt ſo atrocious a character, by entering into the enemy's ſervice. The divine vengeance appeared to purſue him thither, for, in the year 1711, he was taken, by the Hampton Court, acting at that time as *ſecond* captain of the Thouloufe, a French ſhip of war of fifty guns.

The meaſure of his offences was not yet complete; he found means to get on board a Genoeſe ſhip laying in the harbour of Mahon, whither he was carried as a priſoner, and eſcaped, for this time, that juſt puniſhment his accumulated crimes deſerved. Nevertheleſs, divine juſtice is ſaid to have overtaken him at laſt, inflicted by the hands of thoſe to whom he fled for ſuccour. The particulars relative to his miſerable exit are known only by a note

every thing into a readineſs to receive the enemy, ſtaid till they had fired, and then plyed them with five guns he had brought to bear upon them, and with all the ſmall ſhot he could make, both of ſeamen and paſſengers, which forſtalled the privateer (ſeveral of whoſe men were ſeen to drop) that ſhe tacked and ſtood away right before the wind; the yacht having loſt in this rencounter but three men, who were killed, by one grape ſhot, in the fore-robin."

inſerted

inſerted in Campbell, which we have ſubjoined beneath *. To what a ſtate muſt the naval ſervice of that country have been reduced, which, by any allurement of profeſſional ability, or even the greateſt public advantage to be derived from them, could deign to foſter crimes, which even the moſt barbarous nations have ever held in the utmoſt abhorrence.

RIPLEY, Lionel,—was, on the 26th of January 1693, appointed to command the Humber, a new ſhip of eighty guns, juſt launched. We believe him, however, to have been only an acting captain, and not to have taken rank till a conſiderable time afterwards, for his name is omitted in an official liſt, bearing date in February 1699, of thoſe who had ever commanded ſhips of the line before that time. We find no mention whatever made of this gentleman, nor have we even been able to procure any account of the ſhips he commanded. It is moſt probable, for ſome reaſon to us unknown, he never had any command after he quitted the Humber. He had a penſion granted him, but in what year is not known, as captain of a third rate. This he enjoyed till his death, which happened on the 1ſt of April 1725.

STAPLETON, Robert,—was, on the 13th of January 1693, appointed commander of the St. Joſeph fireſhip. He is almoſt in the ſame predicament as the gentleman laſt mentioned, nothing being known of him but that he commanded a two-decked ſhip at ſome unknown period during the war. About the year 1701 he was made captain of the Jerſey; in which ſhip he died, at New York, on the 20th of December 1702.

* The ſecond captain of the Thouloufe was one Rigby, an Engliſhman, who had formerly bore command in our fleet. The admiral ordered him to be detained, although, it was ſaid, he was naturalized in France and became a Roman Catholic; but ſome way or other he found means to eſcape, and, it was believed, got on board a ſhip bound for Genoa, which lay in the harbour of Mahon. He was preferred in France for his ſkill in the marine, and might, after this misfortune, have paſſed his time with eaſe at leaſt, if not reputation, but his expences were ſo large, that, as I have been informed, he brought on the juſt reward of a life ſo wickedly ſpent; and is therefore a fit warning to all ſuch renegadoes, as prefer the encreaſe of their private fortune to the honour or welfare of their country.

STEPNEY, Thomas, — in 1692, commanded the Goodwin Prize, and was, on the 27th of December 1693, appointed captain of the Dolphin frigate. He continued to command this veſſel during the whole of * the three ſucceeding years, and was principally ſtationed as a cruiſer in the Iriſh ſea, or occaſionally employed in convoying the trade from England to Kinſale and Dublin. In ſuch kind of ſervice nothing very intereſting could be expected to occur. Towards the latter end of the year 1696 he was promoted to the Oxford, of fifty guns, and ſent to Newfoundland with captain Whetſtone, who commanded the Dreadnought. When on their return from thence, in the month of November, with a number of merchant ſhips under their convoy, they encountered a dreadful ſtorm, in which the two ſhips were ſeparated, and the Oxford, with ſeveral of the convoy were *ſaid* to have been compelled to bear away for Cadiz. We apprehended this information to be, in part, erroneous, and that the Oxford was actually ordered to make for that port inſtead of returning directly for England. Be this as it may, captain Stepney arrived ſafe at Cadiz on the 12th of December.

Not long after his return to England he was removed into the South Sea Caſtle frigate, and ordered, in the year 1699, for Jamaica, in company with the Biddeford, commanded by captain Searl. Theſe two veſſels were both unfortunately loſt on Point Bague, near the iſle of Aſh; but the officers and crew, or at leaſt the major part of them, were happily ſaved †. After his return to England, on the acceſſion of queen Anne, he was appointed captain of the Hampſhire, of fifty guns, one of the ſquadron ſent, under ſir Cloudeſley Shovel, to Vigo, towards the cloſe of the year 1702; and to the Mediterranean, under the ſame admiral, in the following year. In 1704, as well as 1705, he was employed to cruiſe in the Channel. We hear nothing of him after this time, notwithſtanding we believe him to have been conſtantly in commiſſion, and moſt probably employed in the Mediterranean, till the

* For a ſhort time, during the year 1695, he commanded the Dreadnought, one of ſir C. Shovel's ſquadron in the Channel.

† Some have aſſerted the captain himſelf was drowned, but this will evidently appear to be a miſtake.

month

month of July 1710, when we are informed, by a MS. memorandum, that he was tried by a court-martial, held in Barcelona road, on the 4th. The offence urged againſt him more reſembles a misfortune to be compaſſionated, than an offence to be puniſhed. The particular circumſtances attending the charge we are ignorant of, knowing only, to ſpeak in general terms, that whatever it might have been, his conduct was decided to have proceeded merely from an error in judgement. He was ſentenced to pay a fine equivalent to nine months pay; but he ſtill continued in the ſervice, and in a few days afterwards ſignaliſed himſelf in a way that would have totally obliterated any injury his character might be ſuppoſed to have ſuſtained on the former occaſion, had that really been the caſe.

Sir John Norris, who then commanded in chief in the Mediterranean, ſailed from Barcelona on the 19th of July; and having put into the road of Hieres, found a very valuable French ſhip laying there, from Scanderoon, mounting fifty guns. The enemy had, for better ſecurity, hawled the veſſel cloſe in ſhore, where it was protected by three very conſiderable batteries. Theſe the admiral immediately ordered to be attacked by a detachment of Engliſh and Dutch frigates, put under the command of captain Stepney. The aſſault commenced, and was conducted with ſo much ſpirit and vigour, that the enemy was, in a very ſhort time, driven out both of the ſhip itſelf and the lower of the three forts, by which it was more particularly defended. The boats of the aſſailants inſtantly rowed on board the ſhip to take poſſeſſion; this the enemy had foreſeen, and provided for, by laying a train of powder to the magazine, with a piece of ſlow match at the end of it. It not being perceived by thoſe who boarded the ſuppoſed prize, the ſhip blew up very ſoon after they had entered it; by which accident thirty-five of the brave captors were either killed or wounded. No mention is ever made of captain Stepney after this time; and it is believed, that after the return of the fleet to England he retired from the ſervice, on a ſmall penſion; this, however, is not ſufficiently eſtabliſhed to warrant us in poſitively aſſerting it. He lived many years after this, not dying till ſome time in the year 1740.

SYMONDS, George,—from being firſt lieutenant of the London, a firſt rate, was, on the 19th of Auguſt 1693, appointed captain of the Flame fireſhip, as ſucceſſor to captain Stewart. In the following year he was made captain of the Carcaſs bomb; from which veſſel he was, not long afterwards, removed into the Thunder, another veſſel of the ſame deſcription. In the month of March 1695-6, he was ordered to join the ſquadron, under ſir Cloudeſley Shovel, deſtined to attack Calais, and other ſmall French ports. He was by ſome accident ſeparated from the admiral, and blown over upon the coaſt of Holland by a ſtrong ſouth-weſter. A bomb-ketch is, perhaps, the leaſt calculated of any ſpecies of veſſel in the royal navy for defence againſt a naval enemy: added to this, the Thunder had ſuſtained much damage in the preceding gale of wind, when ſhe unhappily fell in with two French privateers off the Texel, by which ſhe was captured, and carried into Dunkirk with much exultation, inconſiderable as were both the honour and value of the prize they had taken.

The character of captain Symonds did not, however, ſuffer in the ſmalleſt degree on this occaſion. As ſoon as he was exchanged, and his conduct, according to the rule of the ſervice, had been properly inveſtigated by a court-martial, he was appointed commander of the Norwich, of fifty guns. In April 1697, he was appointed commodore of a ſmall ſquadron, intended to be ſent to the Weſt Indies, to convoy the trade thither; but falling in with a ſquadron of French ſhips of war, not long after he had cleared the iſlands of Scilly, thoſe ſhips of his ſquadron (whoſe gallantry and good conduct preſerved them from falling into the hands of the enemy) received ſo much damage in the encounter, that captain Symonds was compelled to put back with them to Portſmouth. Although in the relation which we have ſubjoined * the moſt honourable account

* Extract of a letter from Portſmouth, dated May the 13th, 1697.

"His majeſty's ſhips, the Norwich, Chatham, and Sheerneſs, who (together with the Seaford and Blaze fireſhip) were convoys to the merchant men that lately ſailed from hence for the Weſt Indies, returned to Spithead on the 12th inſtant, being diſabled and unfit to keep the ſea. On the 5th inſtant, about 68 leagues from Scilly, there fell in with

account is given of captain Symonds and his conduct; and although judging merely from that, we find nothing but what reflects the higheſt credit on his activity, his prudence, and his gallantry: yet it appears the court-martial, before which his conduct on the foregoing occaſion was inveſtigated, was totally of a different opinion. What the inducement might be, does not appear; but he was diſmiſſed the ſervice. The ſentence bears date the 14th of February 1697-8.

TAYLOR, Thomas, — was appointed commander of the Nonſuch, a fifth rate of thirty-ſix guns, on the 25th of November 1693. Nothing can be more irkſome than the total want of information relative to the life of a brave and unfortunate man, till we come to deſcribe the event which put a period to it. This is exactly the caſe with regard to captain Taylor. It is not poſitively known even on what ſervice the Nonſuch was employed during the beginning of the year 1694: from ſome circumſtances we indeed ſuppoſe captain Taylor to have been ſtationed off the coaſt of New England, where we know this ſhip

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with them four French men of war, the biggeſt of about ſeventy guns, the ſecond of fifty, and the other two of thirty-ſix and twenty-ſix guns; whereupon captain Symonds, commander of the Norwich, gave the ſignal for the Seaford, and Blaze fireſhip, who were pretty near him, as alſo for the headmoſt merchant-ſhips, to bear down with the Norwich to the Chatham, and Sheerneſs, being then with the rear of the merchant-men, which was their ſtation. About ſeven o'clock the French began to fire; and the Seaford, and Blaze fireſhip ſailing very heavily, the fireſhip was firſt taken by the two ſmaller men of war, and the two greater took the Seaford, having ſhot down her main-maſt before ſhe yielded. They fired very hotly on the Norwich for two hours and then left her, and in the afternoon ſet the Seaford on fire. They kept company with us, but out of gun-ſhot, till the 8th inſtant, we ſailing all that time in a line of battle. On Saturday morning they bore down and fought about three hours, and then ſtood away to purſue the merchant-ſhips who run from the men of war when they firſt engaged, and thereby expoſed themſelves to the danger they would have avoided by ſtaying with them. The Norwich and Chatham received much damage in the fight, and had each about forty men killed and wounded; and the commander of the latter has received ſome ſmall wounds himſelf. Five of the merchant-men who bore down to our men of war after the fight was over are come in with them; as alſo a ſloop, being one of their fleet, which they retook on the 9th."

to have been in the preceding year. In the month of January 1694-5, when on his return to England, having under his convoy five valuable merchant-ships from Maſſachuſet's Bay, about ſeventy leagues to the weſtward of Scilly, all the ſhips were ſeparated in a violent gale of wind: they, however, all rejoined on the 13th, in the morning, except the Firtree, which had been taken a few hours before by a French ſhip of war mounting fifty-ſix guns. About noon the ſame enemy got up with the Nonſuch, and found captain Taylor prepared to defend himſelf with all the ardour natural to a man of gallantry. The engagement commenced about one o'clock, and uninterruptedly continued, with the utmoſt ſpirit, till the night approaching they both parted, as it were by mutual conſent.

The Nonſuch was totally prevented, by the damage ſhe had received in the preceding action, from even endeavouring to make her eſcape, had ſuch been the wiſh of her brave commander: and the enemy was too elated with his manifeſt ſuperiority of force, which was great enough to have enſured a much eaſier conqueſt over a leſs determined foe, to quit a prize which may be ſaid to have been half obtained. They both, conſequently, kept company together during the night. The action was renewed with the ſame vigour at day-break on the 14th; but captain Taylor being unfortunately killed, and the Nonſuch, beſides having loſt her main and mizen-maſts, being otherwiſe reduced almoſt to a mere wreck, was compelled to ſurrender. Soon afterwards her fore-maſt came by the board; ſo that the enemy gained very little by their conqueſt except the honour, if it is not an abuſe of the term to call it ſo on the preſent occaſion.

TOWNSHEND, Horatio,—was, on the 12th of July 1693, made captain of the Bridget galley; on the 10th of December following he was promoted to the Queenborough frigate. No mention is ever made of him during the time he held the command of either of theſe veſſels; nor indeed do we find much after he was promoted to the Lyme, of which ſhip he was commander in the month of October 1696. He was then employed as a cruiſer in the Britiſh Channel, and in occaſionally convoying veſſels to and from Ireland. Towards the latter end of the year 1697 he was ſent to the Weſt Indies, and died there on the 12th of March 1698.

TURVILLE,

TURVILLE, Henry,—was appointed captain of the Mortar bomb-ketch on the 23d of May 1693. It appears a matter of great doubt, whether he actually took post from this time. In some of the admiralty lists his name is given as having rank according to the above date: in others he is totally omitted. We have a MS. memorandum which pretends to give us the date of his first commission, as a post captain, and that he took rank in the Mortar bomb, on the 24th of February 1707. We should have been inclined to reject every other information for this, but that we find him to have been one of the members of the court-martial held for the trial of sir J. Munden, in 1702, which plainly proves him to have been a captain before that time. We find no mention ever made of him except in the instance just given. He is said to have had a pension granted him of 91 l. on what account we know not; and to have died commander of the Portland, of fifty guns, on the 5th of June 1719; a singular command, if true, for so old an officer. In short, though few men are less known, we hardly meet with any person whose life and appointments abound more in peculiar singularities.

VIAT, John,—was appointed captain of the Crescent fireship on the 22d of May 1693. We know nothing farther of him, except that he commanded a two-decked ship during the peace, most probably the Pendennis; in which vessel, accompanying vice-admiral Benbow to the West Indies, he there died, on the 4th of March 1701-2.

WADE, Cooper,—having been, in the year 1692, appointed second lieutenant of the Resolution, the ship that at that time bore sir Francis Wheeler's flag as commander-in-chief in the West Indies, was, on the 24th of May 1693, promoted by that admiral to be commander of the Owner's Love fireship. Some have, though improperly, supposed he did not take rank, as a captain in the navy, till the third of January 1695-6. In 1695 he was appointed to the Crown of forty-eight guns, and stationed as a cruiser in the Irish Sea. However ill the latter part of his conduct agreed with the earlier transactions of his life, no man, certainly, during the period of which we are now speaking, could behave with more diligence, spirit, and activity.

While thus employed, he had the good fortune to capture ſeveral privateers which infeſted the coaſt to the great injury of commerce, and was remarkably aſſiduous in the protection of any merchant-ſhips which he was ordered to convey. His ſhip being put out of commiſſion at the concluſion of the war, he had no ſecond appointment till the year 1701, when he was made captain of the Greenwich, and ſent to the Weſt Indies under the command of vice-admiral Benbow. His ſhameful miſbehaviour in the action with Du Caſſe's ſquadron, has been already ſufficiently deſcribed in the life of Mr. Benbow; ſo that it is needleſs to add more, than that being involved in the ſame guilt with Mr. Kirkby, he received the ſame ſentence and deſervedly experienced the ſame fate. He was ſhot at Plymouth on board the Briſtol, the ſhip on board which he was brought home priſoner from the Weſt Indies, on the 16th of April 1703.

WARD, John, (Eſq.)—was, in the beginning of the year 1693, appointed to command the Harp-ketch, a ſmall veſſel of ten guns, ſtationed in the entrance of the ſpring to protect the coaſt fiſhery from Yarmouth to the Downs. So well did he acquit himſelf in this trivial occupation, that on the 4th of Auguſt in the ſame year, he was promoted to the rank of captain, and appointed to command the Cambridge, of eighty guns, a ſhip which had juſt before undergone a thorough repair. Accompanying ſir Francis Wheeler to the Mediterranean not long afterwards, he had the misfortune to loſe his ſhip in that hurricane which proved ſo fatal to ſir Francis himſelf, and ſeveral others of the ſquadron. Captain Ward, however, had the happineſs to preſerve his own life, as well as the greater part of thoſe under his command. We have not been able to diſcover to what ſhip he was afterwards appointed, for we have no information relative to him till the year 1698, at which time he commanded the Canterbury, one of the ſhips on the Mediterranean ſtation. This veſſel returned to England about the cloſe of the year, and needing ſome conſiderable repairs, was, immediately on her arrival ordered to be diſmantled. Captain Ward on this account became unemployed, and it does not appear that he ever had any commiſſion afterwards. He died ſometime in the year 1703.

WYAT,

WYAT, Richard,—was, in the year 1690, appointed firſt lieutenant of the Mary, a third rate, at that time commanded by Mr. Wright, who was ſent to the Weſt Indies as commodore of the ſquadron employed on that ſtation. On the death of this gentleman the temporary command of the ſhip devolved on Mr. Wyat, who was continued in the ſame ſtation by commodore Wrenn, who ſucceeded him. His conduct in an engagement with the French ſquadron, on the 21ſt of February 1691-2, proved him, in every reſpect, to have merited this confidence and truſt; for being attacked by four of the enemy's ſhips, he defended himſelf againſt their united efforts with ſo much ſpirit and gallantry*, as to afford Mr. Wrenn ſufficient time to bear down to his aſſiſtance, and extricate him from thoſe who already conſidered him as a certain prey. Mr. Wyat returned to Europe in the month of Auguſt following, but does not appear to have had any extraordinary notice beſtowed on him, as we might naturally have expected would have been the caſe from his former gallant behaviour, till the 6th of March 1693, when he was advanced to the command of the Roebuck fireſhip. In the month of November following, he was promoted to a frigate; and from this veſſel was, in the enſuing year, made captain of the Royal Oak of ſeventy four guns, one of ſir C. Shovel's diviſion in the main fleet. After the peace at Ryſwic he was appointed to the Penzance, of forty guns, and ſent to the Mediterranean with Mr. Aylmer. After the return of the fleet from the expedition againſt Cadiz and Vigo, he was made commander of the Somerſet, of eighty guns; in which ſhip he accompanied ſir C. Shovel, in 1703, to the Mediterranean, being ſtationed as one of the ſeconds to ſir Stafford Fairborn. He was afterwards removed into the Wincheſter, and died at Leghorn, after the return of the fleet to England, on the 14th of December 1703, having been put on ſhore, in the hope of recovering his health, which had long been in rather a precarious ſtate.

* Ledlard in his account of this ſharp encounter, notices Mr. Wyat and the other commanders in the moſt diſtinguiſhed and honourable manner, as do all hiſtorians who have thought proper to give any account of this action.

ACTON,

1694.

ACTON, Edward,—was, on the 4th of October 1694, appointed captain of the Advice. Such was his ill fortune, and the nature of thoſe ſervices in which he was employed, that for many years we do not meet with the ſmalleſt information concerning him, knowing only that he did command a ſhip of the line during the war, without having been able to diſcover at what particular time, or in what ſervice he was engaged. During the peace which ſucceeded it, he appears to have held no commiſſion, nor do we know any thing about him till the year 1704, at which time he commanded the Kingſton, of ſixty guns. This ſhip was one of thoſe compoſing the main fleet under ſir George Rooke, which effected the conqueſt of Gibraltar, and in a few days afterwards defeated the French fleet under the count De Tholouſe off Malaga.

In both of theſe enterpriſes captain Acton was concerned: his expenditure of ſhot in the firſt of them was ſo great, that before the concluſion of the latter he was obliged, merely from want of ammunition, to quit the line. During that part of the action in which he bore a ſhare, no man could have exerted himſelf more; for though his ſhip was among thoſe which were the worſt calculated in the fleet for ſuch an encounter, he had three of his officers, and ſixty of his crew killed and wounded. His conduct was, in common with that of his brave cotemporaries who had unfortunately been in the ſame predicament, enquired into, after his return to England, by a court-martial; and it is almoſt needleſs to add, he was moſt honourably acquitted. As ſoon as this event had taken place, he was promoted to the Graſton, of ſeventy guns, and ſent in the following year to the Mediterranean, under the command of Sir Cloudeſley Shovel. When that admiral returned to England with a part of the fleet, captain Acton was one of the commanders ordered to continue on the Spaniſh ſtation, under the orders of

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ſir John Leake. The circumſtances attending this period of naval ſervice were, in general, very unintereſting. The confidence of his admiral, and his particular approbation of Mr. Acton's conduct, both which he acquired in the higheſt degree, neceſſarily form every thing we can ſay concerning him; for otherwiſe nothing more material occurs, than his ſhip being one of the fleet ſent to Cadiz, where ſir John Leake hoped to have ſurpriſed the galleons in that port, and his having been one of the hoſtages exchanged with the viceroy of Majorca, pending the arrangement of the terms on which that iſland was to be ſurrendered to the allies.

Towards the end of the year 1706 the Grafton was found to be in ſo bad a condition, that it was neceſſary it ſhould return to England for a repair; which being completed, captain Acton was ordered, under the command of commodore Wyld, in the Royal Oak, to convoy to a certain latitude, the fleet bound to Liſbon and the Weſt Indies. They ſailed from the Downs on the 1ſt of May, and had proceeded on their voyage no farther than Dungeneſſe, when on the following day they fell in with the Dunkirk ſquadron, under the count De Forbin, conſiſting of ten ſhips of the line and four ſmaller veſſels. Againſt theſe very unequal odds captain Acton, and his brave aſſociates, for a long time contended; but being at laſt unhappily killed, together with a very conſiderable part of his crew, this noble ſhip was compelled to ſurrender to the enemy; who, from the ſhattered ſtate of their prize, and their own loſs, might be ſaid to have gained but little advantage from their conqueſt, except the honour, if any victory under the circumſtances of the preſent, could be ſuppoſed to have conferred one.

ANDERSON, Kenneth,—in the year 1693, ſerved as ſecond lieutenant of the Duke, of ninety guns, at that time the flag ſhip of rear-admiral Mitchel: he was, on the 19th of February 1694, promoted to the command of the Charles fireſhip. Nothing farther is known of this gentleman but that he was unhappily killed in the Ætna fireſhip, and the veſſel taken on the 18th of April 1697. We can find no particulars any where related concerning this action, or the loſs of the ſhip itſelf; were it not for the diſagreement of the dates, we ſhould ſuppoſe the ſhip

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to have been the Blaze fireſhip captured on the 5th of May, as we have already related in the memoirs of captain Symonds.

ANDREWS, Iſaac, — is a gentleman as little known in the ſervice as the foregoing. He ſerved in the year 1693, as ſecond lieutenant of the Sovereign, a firſt rate, under rear-admiral Aylmer. He was, on the 4th of December 1694, appointed captain of the Rupert Prize. He never appears to have attained any higher command than that of a frigate, or to have been employed in any ſervice worth commemorating. At the commencement of the ſecond war with France he was appointed to the Otter; in which veſſel he had the misfortune to be taken by two French frigates, and died in France ſoon afterwards, on the 28th of July 1702.

BELLWOOD, Roger,—was, on the 17th of January 1694, appointed captain of the Pembroke. Very few particulars are known relative to this gentleman alſo. He appears to have been very highly eſteemed both by admiral Ruſſel and ſir Cloudeſley Shovel, but particularly the former: for having been removed from his command on ſome frivolous, and unknown account, Mr. Ruſſel, in a private letter written by him to ſir Cloudeſley, dated the 15th of December 1696, highly laments the former treatment of captain Bellwood, and hopes, that as officers at that critical time, when a French invaſion was impending, were much wanted, his conſtant forwardneſs to go on any ſervice which he might be ordered to undertake, would, added to his, admiral Ruſſel's endeavours, prove a ſufficient recommendation to procure him a reinſtatement in command.

The admiral, in this hope, deſired him to repair to ſir Cloudeſley at Portſmouth; nor was he deceived in it, for captain Bellwood was, immediately afterwards, appointed captain of the Sunderland, and ſent to the Weſt Indies under the orders of commodore Mees. This command proved very unfortunate to him, as well as to many others of his worthy cotemporaries. Not long after his arrival on his ſtation he contracted a bilious fever, which at that time raged with a violence little inferior to a peſtilence; and had there been no other impediment to the operations of this ſquadron, would have totally prevented it

it from undertaking any enterprize againſt the enemy. He died on the 11th of Auguſt 1697.

BOWLES, Edward, — was appointed captain of the Play Prize on the 18th of October 1694, and died in the command of the ſame veſſel, in the Weſt Indies, on the 13th of January enſuing.

BRYANT, Thomas,—a character as little known as the former, was, on the 12th of February 1694, appointed commander of the Falcon, of thirty-ſix guns, and died captain of this veſſel on the 1ſt of May following.

CALDWELL, William.—The firſt commiſſion, as far as we have been able to find, that this gentleman ever received, was, in the month of April 1693, to be firſt lieutenant of the Richmond frigate, which at that time was under orders to proceed for New York. On the 22d of January 1694, being almoſt immediately after his return, he was promoted to the command of the Lizard, a ſixth rate, of twenty-four guns. No other mention is made of him till toward the end of the year 1695, when we find him commanding the Angleſea, at that time employed on the Iriſh ſtation. He continued captain of this ſhip, and (ſome trivial intervals excepted) in the ſame quarter, till the concluſion of the war, having by his diligence and activity captured many prizes, ſome of them privateers of no inconſiderable force.

This ſhip being put out of commiſſion at the concluſion of the war, he does not appear to have been re-appointed to any ſhip till after the acceſſion of queen Anne, when, on the return of the fleet from the expedition againſt Vigo, he was appointed to command the Torbay of eighty guns. He ſerved in this ſhip, on the Mediterranean ſtation, during the two following years, firſt under the command of ſir Cloudeſley Shovel, and afterwards of ſir G. Rooke. At the battle off Malaga he very eminently diſtinguiſhed himſelf as one of the ſeconds to rear-admiral Byng. It is no leſs ſingular than true, that we find no mention whatever made of this gentleman after the above-mentioned time. His having been employed, during the remainder of the war, principally, if not entirely on the Mediterranean ſtation, may, probably, account for this unintereſting interval.

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We find, in ſhort, no notice taken of him, after this time, till he was advanced to the rank of rear-admiral of the white, a promotion which took place on the 12th of February 1716. In the month of March, in the following year, he was appointed ſecond in command of a powerful fleet, at that time fitting for the Baltic, under the command of ſir George Byng; and on this account was promoted to be rear-admiral of the red. The complexion of the times rendered it expedient to diſpatch ſir George before the whole of his force was equipped; and it does not appear that Mr. Caldwell accompanied him, as was intended. He did not long ſurvive his latter advancement, dying on the 17th of October 1718.

CHANT, Edward, — in 1693, commanded the Aldborough ketch, a veſſel of ten guns, on the New York ſtation. He is ſaid, in two or three MS. papers, to have taken rank, as a naval commander, from the 27th of March 1691; but we can find no certain proof of his having held any commiſſion, entitling him to it, till he was, on the 20th of January 1694, appointed commander of the Charles galley. We find nothing related of him, during the reign of king William, except that, in 1695, he commanded the Norwich, of fifty guns, one of the ſhips employed in the German Ocean, and under the orders of ſir Cloudeſley Shovel, in his ſeveral little expeditions undertaken againſt the French ports. During the peace he held no commiſſion. After the acceſſion of queen Anne, the firſt information we have received relative to him is, that, in 1706, he was appointed to command the Kingſton, in which ſhip he died, in the following year, at Jamaica.

CLEASBY, Thomas,—ſerved as firſt lieutenant of the Albemarle, of ninety guns, in the year 1693. On the 26th of May, 1694, he was promoted to be commander of the Vulture fireſhip. We hear nothing of him after this time till we find him captain of the Mary galley, a fifth rate, one of the ſhips ſent, in 1697, under captain, afterwards ſir John Norris, to Newfoundland; but being detached on ſome particular ſervice, was not one of that famous council of war which, out-voted by the land-officers, determined to wait the attack of the French in the harbour of St. John's. He never appears to have attained the

the command of any ſhip ſuperior to the Mary during the reign of king William; nor is it known what ſhip he was captain of, or in what ſervice he was employed, after the acceſſion of queen Anne. He retired from the ſervice towards the cloſe of that reign, and was appointed a captain in Greenwich-hoſpital in the year 1714: having held this appointment four years, he was promoted to be lieutenant-governor of the ſame, an advancement he did not long live to enjoy, dying on the 23d of July in the ſame year.

CLEMENTS, George,—was appointed third lieutenant of the Victory, a firſt rate, in 1693. He was promoted, on the 18th of July 1694, to be captain of the Eſſex prize. It was his misfortune to be employed on ſuch unprofitable ſervices that no mention whatever is made of him during the reign of king William; nor did he ever, for the ſame period, command any ſhip larger than a fifth rate. We are alſo perfectly in the dark both as to the veſſels he commanded and the ſervices he was particularly engaged in, till we find him, in the beginning of 1707, commander of the Hampton Court, of ſeventy guns. The obvious remark, which we have already had too frequent occaſion to make, we muſt here again repeat, that it has been the unhappy fate of a multitude of brave men, to be almoſt totally unnoticed, till the nation, informed of the various circumſtances which led to their deaths, then, firſt lamented the worth that had been, as it were diſregarded, and condemned its own ingratitude for the innocent neglect.

About the latter end of April, in the year juſt mentioned, captain Clements was ordered to put himſelf under the command of captain Baron Wylde, of the Royal Oak, who was appointed commodore of the convoy ſent with the outward-bound fleet to Portugal, and the Weſt Indies. The ſeveral general circumſtances preceding the fight, as well as thoſe which happened after it had commenced, have been already ſufficiently related in the lives of captain Wyld * and captain Acton; but there is a material occurrence attending the death of captain Clements too ſingular, and curious to be omitted. He

* Vol. II. page 115.

was mortally wounded by a ſhot in the belly, which he received ſome time after the engagement began; but, nevertheleſs, in that dangerous and diſabled ſtate continued the fight with the utmoſt reſolution, till he himſelf was become ſo faint with the anguiſh of his wound and loſs of blood, as to be totally incapable of farther exertions. His ſhip was by this time alſo, reduced to a mere wreck, and two hundred of the crew, among whom were the greateſt part of the officers, killed or wounded, ſo that the ſurrender was inevitable. Soon after the enemy had entered their newly-acquired and dearly-earned prize, a young midſhipman, whoſe name we very much lament our inability to recover, taking an opportunity of the confuſion which prevailed at that time, and the greater attention of the enemy to the plunder than the care of their priſoners, cauſed his poor dying commander to be conveyed through a port-hole into the longboat, which happened to be a-ſtern. He himſelf followed, with ſeven others of the crew: they concealed themſelves under the thwarts, as well as they could, till the Hampton Court, and the enemy's ſquadron had drifted ſo far with the flood as to render it ſafe for them to take to their oars, when by a very happy, but almoſt incredible exertion, they reached Rye on the 3d of May, the day after the unfortunate encounter juſt mentioned. Captain Clements died in the boat.

CLEVELAND, William, — commanded the Diligence brig in the year 1693: he was promoted from this veſſel to be a captain in the navy, and appointed to the Catherine ſtore-ſhip on the 13th of February 1694. In the following year we find him commanding the Medway, of ſixty guns, and employed in the Channel ſquadron, under the orders of lord Berkeley of Stratton, and ſir Cloudeſley Shovel. In the enſuing winter he went out to the Mediterranean under commodore Moody, who was ſent to convoy the outward-bound Turkey and Streight's fleet to their ſeveral places of deſtination. On his return to England in the ſummer, after this ſervice was executed, he was ordered to cruiſe in the Channel, and met with conſiderable ſucceſs in capturing ſeveral of the enemy's privateers, both on this and the Iriſh ſtation, whither he was ſoon afterwards ſent. He continued on the Iriſh

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ſtation as long as the war continued; and on the 30th of April 1697, effected a much more conſequential ſervice to his country than any we have hitherto ſeen him perform. He fell in with a large French private ſhip of war, about eighteen leagues to the north-weſt of Scilly. This veſſel, which was of a force little inferior to a ſhip of the line, mounted fifty carriage guns, and had moreover ten or twelve patararoes, with a choſen crew of near four hundred men. It was called the Pontchartrain, and being a remarkably faſt ſailing veſſel was not overtaken till after a very long chace. The Medway at laſt getting up, began the action about ſix o'clock in the morning, with a very ſpirited cannonade, which the enemy little reliſhing, attempted to give a ſudden turn to the conteſt, by boarding captain Cleveland and attempting to decide the conteſt hand to hand. The French commander, notwithſtanding the favourable opinion he had entertained of the vigour and proweſs of his crew, was diſappointed in the hope he had formed on this occaſion. He experienced ſo determined a reſiſtance, that he was obliged to ſheer off and decide the conteſt in the ordinary manner.

The engagement was maintained, at the diſtance of muſket-ſhot, with the greateſt ſpirit and bravery on both ſides for near three hours, when the French feeling at laſt their inferiority, attempted to eſcape. This the Medway, who, comparatively ſpeaking, had ſuſtained but little damage in the conteſt, took care to prevent, and, after a ſhort, but ineffectual laſt effort, the enemy's ſhip was content to ſurrender about ten o'clock, having had near fifty of her crew killed, and almoſt as many deſperately wounded; while on the other hand the loſs of the Medway mounted only to five men killed, and ten or twelve wounded, few of them dangerouſly. The Medway was put out of commiſſion ſoon after the peace at Ryſwic, and captain Cleveland had no other commiſſion till after the acceſſion of queen Anne, when he was appointed to the Montague. In this ſhip he accompanied ſir Cloudeſley Shovel to Vigo, and was afterwards appointed one of the convoy to the homeward-bound Oporto fleet. He returned to England with his charge about the latter end of January, and in the beginning of March following was ordered to accompany, to a certain latitude, vice-admiral

Graydon, who had juſt before been inveſted with the Weſt India command. The ſquadron ſailed from Plymouth on the 13th, and in five days afterwards fell in with a ſmall French ſquadron, of four ſhips of the line, under the well known chef d'eſcadre Du Caſſe, who was returning from the Weſt Indies in a ſtate of equipment little calculated to withſtand an attack.

Captain Cleveland, who led the van of the Engliſh ſquadron, very ſpiritedly began the action by engaging the ſternmoſt of the enemy's line, but was almoſt immediately called off by ſignal from Mr. Graydon, who conceived himſelf precluded, by his orders, from hazarding any extraneous encounter *. This affair has been already fully diſcuſſed, and the particulars of the action related in the life of Mr. Graydon †. Captain Cleveland having fulfilled his inſtructions by accompanying the vice-admiral to the proper latitude, returned to Plymouth, where he arrived in ſafety about the latter end of April. As ſoon as he had taken on board a ſufficient recruit of proviſions and water, he was again ordered to ſea, in company with the Orford, commanded by captain Norris, with whom he was to cruiſe in ſoundings for a few days, till the fleet, then ordered for the Mediterranean, under the command of ſir Cloudeſley Shovel ſhould be ready to ſail. Both theſe brave men were ſucceſsful, captain Norris in a very ſhort time after he left Falmouth having captured, in a very ſmart action, a French ſhip of no mean force, and captain Cleveland a ſecond, of inferior conſequence indeed ‡, for the enemy in order to lighten the ſhip and facilitate their eſcape, choſe rather to throw their guns into the ſea than truſt to a reſiſtance, or defence, which, to do them juſtice, their inferiority muſt have rendered futile.

* The Montague's fore-top-ſail being ſhot to pieces the ſecond broadſide ſhe received from the enemy, ſhe could not tack ſo ſoon as might otherwiſe have been expected: this being perceived by the other three French ſhips they wore, and bearing down to the ſhip that had been engaged, each of them fired a broadſide at the Montague; but ſhe being to windward and the ſea running high, as the French generally fire in hopes of wounding maſts, yards, or rigging, all their ſhot flew over her, and ſhe did not receive any conſiderable damage.

† See his life, Vol. II. p. 160.

‡ Mounting eighteen guns.

Captain

Captain Cleveland having immediately afterwards joined the fleet, ſailed for the Mediterranean, where nothing in the ſmalleſt degree memorable occurred either to him, or, with the moſt trivial exception, any other of the officers engaged in that ſervice. In 1704 he returned to the Mediterranean under the command of ſir G. Rooke, and bore a very active as well as conſpicuous part, both in the aſſault of Gibraltar and the battle off Malaga, which followed, not long after. He was one of thoſe commanders, who, in the latter engagement being obliged to quit the line for want of ſhot*, a deficiency occaſioned by his former expenditure before Gibraltar, was afterwards tried by a court-martial, which did ample juſtice to his bravery and merit, by acquitting him in the moſt honourable and unequivocal manner. We do not, however, find any mention made of him in the ſervice, after this time, till the year 1710, at which time he commanded the Suffolk, one of the ſquadron on the Mediterranean ſtation.

In the month of May, being then cruiſing off Meſſina, under the command of vice-admiral Baker, he had the good fortune to capture a large French ſhip of war, called Le Galliard, pierced for fifty-ſix guns, but mounting, when taken, only thirty-eight. This little ſucceſs, trivial as it may appear when compared with thoſe more ſplendid actions which happened in other quarters of the world, made no mean figure where it took place, owing to that general want of intereſt which, after the year 1704, pervaded all the operations of naval war, if they may be ſaid to deſerve that name, on the ſtation of which we are now ſpeaking. After this time we are again ignorant as to any particulars of this gentleman's life till the year 1716, when he accompanied ſir J. Norris, who was ſent with a fleet into the Baltic to chaſtiſe the inſolent conduct of the Swedes. When ſir John returned to England in the month of November he left Mr. Cleveland commodore of a ſquadron, conſiſting of ſeven ſhips of war, with orders to act in con-

* The Montague was very warmly engaged while ſhe was able to keep the line, as appears very evidently from her liſt of killed and wounded, which, although ſhe was only a ſixty gun ſhip, amounted to forty-nine or fifty.

junction with the Danes, who were equally concerned in the expected rupture, and to render the proper protection to the trade and commerce of the allied nations.

He went no more to ſea after his return, but in the year 1718 was appointed comptroller of the ſtore-keeper of the navy's accounts; an office, in which he continued till the year 1732; when he retired altogether from public life, on a penſion ſuitable to his rank and ſervices. He died on the 9th of June 1735.

DOUGLAS, John,—having, in 1693, ſerved as fourth lieutenant of the Duke, a ſecond rate, on board which ſhip Mr. Mitchell carried his flag as rear-admiral of the blue in the main fleet; was afterwards promoted to be ſecond lieutenant of the ſame ſhip; and was from that ſtation advanced, on the 21ſt of December 1694, to be captain of the Phœnix fireſhip. No farther notice is ever taken of him, but that he died in England on the 16th of November 1697, not holding, at that time, any command.

EATON, or EYTON, William,—is ſaid to have been, in the early part of his life, a commander of much note in the merchant's ſervice. He afterwards diſtinguiſhed himſelf very conſpicuouſly as commander of a private ſhip of war, employed, according to the cuſtom of thoſe times, to cruiſe againſt the Spaniards in the South Seas. This practice, which indeed had nothing to recommend it but the paltry hope of enriching a few active enterpriſing individuals, was not long after aboliſhed by the interference of government. While thus employed captain Eaton, as well as many other men of character and virtue, his cotemporaries, though engaged in a ſervice * not the moſt honourable in the world, always ſtrictly maintained the reputation of an honeſt, and truly liberal, as well as gallant man. He at laſt entered into the navy, and, after paſſing through the neceſſary ſubordinate ſtations, became, in the year 1693, firſt lieutenant of the Oſſory, of ninety guns. He was promoted from this ſtation, on the 13th of February 1694, to be captain of the Joſeph fireſhip.

* The foregoing part of the account of this gentleman we dare not venture to pronounce *authentic*, although it is the beſt we have been able to procure, and might ſatisfy thoſe who may not, perhaps, be over-ſcrupulous.

He had not, however, the ſame opportunity and ſucceſs in making himſelf remarkable in the royal navy that he had while formerly employed in a more humble ſtation. He continued to command this veſſel till the month of Auguſt 1695, when he was removed, at his own requeſt, into ſome other ſhip; the Joſeph, as it is ſtated in an official report of the condition of the fleet, made by ſir C. Shovel, to the board of admiralty, not being fit to be continued in commiſſion. No farther mention whatever is made of him, except that he died in the Weſt Indies commander of the Sudadoes Prize, ſometime in the month of November 1698.

GRANTHAM, Nathaniel,—was, in 1692, appointed firſt lieutenant of the Warſpight, of ſeventy guns, which ſhip was, at that time, commanded by captain Caleb Grantham. He continued to hold the ſame ſtation till the year 1694, when the Warſpight was obliged to be put out of commiſſion, and taken into dock for a complete repair. This, perhaps, was rather a fortunate act of neceſſity for Mr. Grantham, who was promoted, on this occaſion, by commiſſion, bearing date the 13th of Auguſt 1694, to be commander of the Seahorſe. No farther mention is made of him during king William's reign; nor is this wonderful, as we alſo find he never, in that period, commanded any ſhip of greater force than a ſixth rate. On the re-commencement of the war with France, after the acceſſion of queen Anne, he was appointed to command the Bonadventure, of forty-eight guns, and ſent to convoy an outward-bound fleet of merchant-ſhips. This we are very ſorry to ſay is the only mention we ever find made of him; hence it is moſt probable that, either from infirmities or ſome other cauſe, which we have been unable to inveſtigate, he retired altogether from the ſervice not long after this time. He is ſaid to have died in England on the 17th of November 1723.

HOLYMAN, Robert,—in 1693, was appointed firſt lieutenant of the captain, a third rate, commanded by captain Francis Wyvill. He was promoted from thence, on the 8th of February 1694, to be commander of the Owner's Love fireſhip. No notice is ever afterwards taken of him during the reign of king William; but it is

known, indeed, he never obtained any conſequential command. Immediately after the acceſſion of queen Anne we find him captain of the Dragon, of fifty guns. He was for ſome time employed as a cruiſer in the Channel, an occupation in which he met with much ſucceſs. In the month of October he was detached, on ſome trivial ſervice, from the ſquadron under the command of ſir Cloudeſley Shovel, which had been diſpatched to Vigo, and was now on its return from that port. He fell in ſoon afterwards with a French ſhip of war, mounting upwards of ſeventy guns. Notwithſtanding the great diſparity of force, captain Holyman prepared to defend himſelf with a ſpirit that deſerved a better fate, and an antagoniſt whoſe ſuperiority would not have defied conqueſt.

From what we have premiſed, it muſt be obvious to all, that the greateſt exertions, on the part of captain Holyman and his people, were indiſpenſibly neceſſary, to preſerve them from captivity: theſe were not wanting, and conſequently produced the deſired effect. The enemy, however, was not repulſed but with the loſs of the brave commander and twenty-five of his crew, who were killed.

The action took place on the 13th of October. The lieutenant, whom we ſuppoſe to have been Mr. Fotherby, of whom we ſhall have an account to give hereafter, continued the action for ſome time after the death of his brave commander, till the French were at laſt content to decline any farther conteſt.

HOLMES, Robert,—was appointed ſecond lieutenant of the Burford, of ſeventy guns, in the year 1692. In 1693 he was promoted to be firſt lieutenant of the York, of ſixty guns. On the 15th of October 1694, he was promoted to the command of the Pearl frigate, a veſſel employed, during that, and the following year, on the Iriſh ſtation, for the protection of trade from the depredations of the ſmall French privateers. He appears to have been ſingularly active and attentive to the duties of this very unenviable occupation, an occupation in which it was impoſſible to acquire renown, or even avoid calumny, except by the moſt rigid attention. Capt. Holmes was very ſucceſsful in protecting the coaſting trade of Ireland, a ſervice in which he was almoſt conſtantly employed, or in attending it

from port to port; he had moreover the good fortune to capture ſome of the enemy's ſmall privateers, prizes, although of no material conſequence to the event of a war, but nevertheleſs afford very ſufficient proof of a commander's diligence. We do not find much notice taken of him after the year * 1695: and it is very ſingular, his name is inſerted in one only of the liſts of naval commanders, which have been at different times collected, and with the greateſt care, from the official papers. In 1696 he accompanied commodore Mees to the Weſt Indies, where he died ſometime in the month of May in the following year.

JESSON, James, — was appointed commander of the Winchelſea on the 7th of February 1694. No farther mention is made of him during the reign of king William, and we have every reaſon to believe he never, during that period, commanded any other veſſel. The acceſſion of queen Anne produced but little alteration, for we do not find any information concerning him, except that he died at Barbadoes on the 27th of February 1707-8, being at that time commander either of the Portland, or the Greenwich.

LAKE, or LEAKE, Thomas,—was, on the 26th of September 1694, appointed commander of the Speedwell. We have not been able to procure any other information relative to him, except what we derive from rear-admiral Hardy's liſt of naval officers: from this we learn that this gentleman, on what account is not mentioned, received the honour of knighthood from queen Anne. No notice is taken of the time of his death.

LINDSEY, William, — was, on the 29th of May 1694, appointed commander of the Play Prize, and died in the command of the above veſſel on the 16th of October following.

LLOYD, David, (2d)—was, on the 30th of October 1694, appointed commander of the Experiment frigate. Others inſiſt his firſt commiſſion, as captain of this veſſel, does not bear date till the 15th of September in the fol-

* A gentleman of the ſame name did, for a ſhort time during this year, command the Comet fireſhip, one of the veſſels under the command of ſir Cloudeſley Shovel, in the Channel.

lowing

lowing year; and we rather believe the former date to be a miſtake. In 1697 he was appointed captain of the Falmouth, and ſent to the Weſt Indies in the following year, under Mr. Benbow. Kidd, the pirate, became about this time very notorious, and a variety of ſmall veſſels were equipped to purſue him. One of theſe, a ſloop, captain Lloyd voluntarily offered his ſervice to command, but ſoon afterwards fell a victim to his gallant and enterpriſing ſpirit, being drowned on the 25th of July 1699: the particulars of this misfortune are not known.

MIDDLETON, Henry,—ſerved as ſecond lieutenant of the St. Andrew, a firſt rate, of ninety-ſix guns, in the year 1693. On the 13th of October 1694, he was promoted to the command of the Falcon. Few are the particulars we have been able to collect concerning this gentleman, and thoſe too, we are ſorry to ſay, are very unintereſting *. In 1697 he commanded the Rainbow, a ſmall frigate, principally employed in convoying to and from Ireland the ſmall coaſting veſſels. After the acceſſion of queen Anne, he was promoted to the command of the Lincoln, of fifty guns. This ſhip foundered at ſea on the 29th of June 1703: and the captain with the greater part of the crew were unhappily drowned.

MIGHELLS, James,—was the deſcendant of an ancient and reſpectable family long ſettled at Loweſtoffe, in the county of Suffolk †. It appears from a pedigree of the Mighel's family, publiſhed by Gillingwater, in his Hiſtory of Loweſtoffe, that this gentleman was, by marriage, nearly related to thoſe great and well-known naval characters, ſir Thomas Allen, rear-admiral Utber, ſir John Aſhby, and ſir Andrew Leake. Having entered early in life into the Navy, under the patronage of his uncle, ſir John Aſhby, and paſſed through the ſeveral neceſſary ſubordinate ſtations with much credit and reputation, he was, in 1693, appointed firſt lieutenant of the Victory, a firſt rate. On the 24th of Auguſt 1694, he was promoted to the command of the Owner's Love fireſhip. In the month of December he was ordered, together with the

* He is ſaid to have been fined three months pay by the ſentence of a court-martial, held upon him for the loſs of the Falcon.

† He was the ſon of Mr. Richard Mighells, and Thomaſin, ſiſter to ſir John Aſhby.

Norwich,

Norwich and Prince of Orange, to convoy the outward-bound Virginia fleet to a certain latitude. Before the fleet had well cleared the Channel, captain Mighells's ſhip ſprung a leak, which compelled him to put back into port, which he happily reached, though not without much difficulty. He continued to command the Owner's Love till towards the end of the year 1696, when he was appointed to command a ſhip of the line, which was unfortunately employed on ſo undiſtinguiſhed a ſervice, that we have been totally unable to diſcover even its name. This want of information is by no means to be conſtrued as diſreputable to captain Mighells, when we conſider that the moſt eminent of his cotemporaries were uniformly in the ſame predicament. In the year 1697 he accompanied captain, afterwards ſir John Norris to Newfoundland, where, to his credit be it ſpoken, he was one of thoſe ſpirited commanders who coincided in opinion with the commodore, that it would be more adviſeable to put to ſea and attack the enemy, than coolly wait their aſſault *.

During the remainder of king William's reign, after the peace of Ryſwic, Mr. Mighells does not appear to have held any command; but, after the acceſſion of queen Anne, was appointed to command the Monk, of ſixty guns. He was employed during the abſence of the main fleet, under ſir George Rooke, to cruiſe principally in the Channel, and continued in the ſame line of ſervice, after its return, till the month of July 1703, when he was ſent, under rear-admiral Dilkes, to attack a French convoy which was reported to be laying in Cancalle Bay. A particular account of this tranſaction has already been given in the life of that admiral †.

In 1704 he ſailed for the Mediterranean under ſir G. Rooke, and very ſingularly diſtinguiſhed himſelf at the battle off Malaga. The count De Tholouſe, who commanded the French fleet, had ordered monſieur Champmelin in the Serieux, to board the Monk. This, the Frenchman attempted three different times, and was as often repulſed, by the gallant behaviour and ſteady con-

* See the life of ſir John Norris, Vol. II. p. 343.
† Vol. II. p. 351.

duct

duct of captain Mighells and his crew. The Serieux was enabled to renew her attack in conſequence of the aſſiſtance ſhe received from the French gallies, which took off the wounded men and ſupplied their place with freſh unfatigued aſſailants. The enemy being at length diſpirited by theſe repeated diſcomfitures were content to ſheer off; and captain Mighells had the ſatisfaction of preſerving his ſhip, though with the loſs of thirty-ſix men killed; he himſelf, together with his ſecond lieutenant, boatſwain, and fifty-two of his people being wounded, many of them very deſperately. The French, who are remarkably clever at palliating their own diſaſters, give the following account of this tranſaction in their relation of the engagement. "As to the centre, there happened a *thing* which, perhaps, was never known in a fight where a whole line has been engaged, and where the enemy has the weather-gage, which is, that a ſhip in the van of our admiral's diviſion, commanded by monſieur De Champmelin, thrice boarded one of the enemy's ſhips which lay next him, and left her the third time, *ſeeing her on fire in ſeveral places, but by reaſon of the great ſmoke could not tell what became of her.* He was *afterwards* ſo diſabled in the engagement, that he was obliged to quit the line to refit."

No notice whatever is taken of captain Mighells after this time till the year 1710, even by thoſe who might be thought very likely to be acquainted even with the moſt trivial particulars of his life. In the laſt-mentioned year * he commanded the Centurion; and being on a cruiſe in the Mediterranean, in company with captain Evans in the Defiance, they met two French ſhips of war of equal force with themſelves, between Almeria and Malaga. An action commenced at eight o'clock in the morning, and continued without intermiſſion, moſt ſpiritedly maintained on both ſides, till twelve at noon; by which time the Centurion had upwards of ſixty of her crew killed and wounded; her rigging, maſts, and yards were alſo ſo much diſabled as to incapacitate her from making ſail. The French ſhips at this time declined any farther conteſt; and having ſuſtained, as is generally the caſe, leſs damage aloft, were enabled to make their

* On the 8th of November.

eſcape

eſcape and ſhelter themſelves in the port of Malaga, although the Engliſh purſued with all the alacrity in their power.

In the following year we find him captain of the Hampton Court, ſtill on the Mediterranean ſtation, and then under the command of ſir John Jennings. Having, in the month of November, been detached, with four other ſhips*, from the fleet, by that admiral, to the coaſt of Catalonia, ſoon after he himſelf had ſailed from Barcelona for Vado with the king of Spain, who juſt before had ſucceeded to the dignity of emperor; he was on his return to Port Mahon, the appointed rendezvous, when he fell in with two French ſhips of the line, the Count de Thouloufe and the Trident. Captain Mighells, who was conſiderably a-head of his companions, came up with the former ſoon after ſeven o'clock in the evening, and began inſtantly to engage. The Frenchman defended himſelf with the greateſt gallantry, and the conteſt was maintained, with the higheſt ſpirit on both ſides, for upwards of two hours; when the Sterling Caſtle drawing near, the Count de Thouloufe thought proper to ſurrender: the Trident eſcaped, favoured by the darkneſs of the night, the advantage of light breezes of wind, and the aſſiſtance of her oars. The Hampton Court had received conſiderable damage in the encounter; her maſts in particular being much wounded, and the wind freſhening ſoon after the action, they all came by the board on the following day, ſo that ſhe was obliged to be towed into port by the Sterling Caſtle.

The peace at Utrecht being concluded ſoon after this event, we find no mention made of captain Mighells till the year 1717-18, when he was, on the 18th of March, promoted, very deſervedly, to be rear-admiral of the blue. On the 28th of the ſame month he was advanced to be rear-admiral of the white, and appointed ſecond in command of the ſquadron, ſent ſoon afterwards to the Baltic under the command of ſir John Norris †.

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* Theſe were the Sterling Caſtle, the Nottingham, the Charles Galley, and the Lynn.

† The particulars of which expedition have already been given, Vol. the IId, p. 351.

On

On the 17th of December 1718, almoſt immediately on his return from the Baltic, war was formally declared againſt Spain; and the greateſt apprehenſions being entertained ſoon afterwards that the enemy were at that time meditating an invaſion of England, with the Pretender at their head, every poſſible meaſure was taken at home to counteract and defeat their deſigns. Rear-admiral Mighells was, on the 5th of March, diſpatched to Portſmouth that he might forward the equipment of ſuch ſhips as were fitting out at that port: two days afterwards he was raiſed to the rank of vice-admiral of the blue, and ſailed almoſt immediately to the weſtward ſecond in command of the ſquadron ſent out under the earl of Berkeley. He was diſpatched for the coaſt of Gallicia, by his lordſhip, ſoon after they had cleared the Channel. His inſtructions on this occaſion being only to procure ſome intelligence of the enemy's motions, he had no greater force than the Windſor, Antelope, and Monmouth. Having learnt that the Spaniſh fleet, crowded with ſoldiers, though miſerably deficient in almoſt every article of their neceſſary appointments, had been diſperſed by a violent ſtorm which overtook them on their paſſage from Cadiz to the Groyne, he returned into port with this information; and the terrors which had been ſuddenly excited, as ſuddenly vaniſhed.

It was immediately reſolved, on the part of England, to retaliate this intended inſult; and at leaſt repay, if not revenge it. A ſtrong ſquadron was accordingly equipped and put under the command of the vice-admiral, who had with him a fleet of tranſports, on board which were embarked ſix thouſand troops, with a proper train of artillery, and every other neceſſary, under the command of lord viſcount Cobham. The deſtined object of their attack was the important port of Vigo, on the coaſt of Gallicia. This formidable armament put to ſea, from St. Helen's, on the 21ſt of September, and, after a very proſperous paſſage, arrived on the coaſt of Spain, off which the fleet cruiſed for three days, in hopes of being joined by captain Johnſon, who had been diſpatched a few days before, with two fourth-rates and a frigate, in order to procure intelligence. Not meeting with him,

as was expected, and the ſeaſon of the year being too far advanced to admit of trifling on an hoſtile coaſt, or delaying any longer offenſive operations, it was determined to puſh on for Vigo, the harbour of which the fleet happily entered on the 29th of September, old ſtile. The grenadiers of the army were immediately landed at the diſtance of three miles from the town, without any other oppoſition than an irregular ſtraggling fire from a body of peaſants, who were alſo at too great a diſtance to effect any material execution. On the following day the neceſſary ſtores and proviſions were landed, and proper meaſures taken for the ſpeedy commencement of offenſive operations.

On the 1ſt of October the army moved forward and encamped in a ſtrong poſition near the place; this the enemy obſerving, and being apprehenſive of an attack they felt themſelves unable to withſtand with regard to the town itſelf, they immediately began to ſpike up the cannon on the ramparts; and having burnt the carriages, left it and its inhabitants to the care of the magiſtrates, and withdrew all their regular troops into the citadel. The general being ſoon apprized of this movement ſent them a ſummons to ſurrender, a requiſition which was immediately complied with; and brigadier Honeywood was accordingly ordered, with eight hundred men, to take poſt there, and in Fort St. Sebaſtians, which was alſo abandoned by the enemy. On the 3d of October ſerious operations commenced againſt the citadel itſelf, a ketch being ſent in to bombard it, though with little ſucceſs, on account of the great diſtance. The mortars, cohorns, and battering train were, however, landed on the ſame evening, and the following day from the fleet; the neceſſary preparations were alſo made for proſecuting the intended ſiege with the utmoſt vigour. At this period the general, lord Cobham, in compliance with the cuſtoms of war, ſent a formal ſummons to the governor, with a notification, that if he perſiſted in not ſurrendering, till batteries were erected, he muſt then expect no quarter.

The governor himſelf had been wounded during the bombardment. The officer on whom the command had devolved

devolved, after a little heſitation, conſented to capitulate. The garriſon, amounting to near five hundred men, marched out on the 10th; and the place being taken poſſeſſion of by the Engliſh, there were found in it a conſiderable quantity of arms and cannon, which, it was ſaid, were landed from the very ſhips that were, in the preceding ſpring, deſtined to have covered the invaſion of Britain. As it was deemed impoſſible to maintain a footing in an enemy's country, at ſuch a diſtance, with ſo ſmall a land-force, it was judged expedient to embark, without delay, all the artillery, ſtores, and other property worth removal, and to deſtroy the reſt. Before, however, theſe meaſures were carried into execution, major-general Wade was ordered, with a detachment of the army, and ſome ſhips of war, to ſail up the harbour of Vigo and reduce Ponta Vedra, a town which lay at a ſmall diſtance from thence. This ſervice was effected without loſs, or, indeed, oppoſition; and although four mortars and twelve pieces of heavy braſs cannon, together with ſeventy iron guns, two thouſand ſtand of arms, and a proportionate quantity of ammunition were found there, all theſe, except the twenty-four pounders, which were four in number, were embarked, and the detachment rejoined their companions, at Vigo, on the 23d.

On the 27th, every thing that was valuable, or that could be in any degree ſerviceable to the enemy, being embarked, the vice-admiral with the fleet ſailed for England, where he arrived, in ſafety, on the 11th of November, having ſcarcely loſt three hundred men during the whole expedition, by the joint ravages, and cauſes of diminution, the ſword, diſeaſe, or deſertion. This blow, which was extremely humiliating to Spain, appears to have been the laſt ſervice in which this gentleman was engaged. Having, as it is elſewhere obſerved, arrived, with the higheſt deſert, at an elevated rank in his profeſſion; and being probably worn out with fatigue in the ſervice of his country, he exchanged the tumultuous ſcenes of war for the more calm and undiſturbed enjoyments of private life. In 1722 he reſigned his rank as vice-admiral, and was appointed comptroller of the navy, an office

office he held till the time of his death *, which happened on the 23d of March 1733-4.

MITCHEL, John, — we believe to have been, in 1693, appointed firſt lieutenant of the Aſſiſtance, of forty-two guns, a ſhip at that time commanded by captain Phineas Bowles, and ordered for Newfoundland. But the firſt information we have relative to him that we dare aver to be authentic is, that on the 14th of February 1694, he was appointed captain of the St. Paul fireſhip. He continued to command this veſſel during the two following years, and during ſuch a command little can be expected worth relating, except on the moſt extraordinary and generally known occaſions. He never appears to have obtained any more conſequential command during the reign of king William; nor, indeed, do we in that of the ſucceeding ſovereign, find any mention whatever made of

* He was buried in Loweſtoffe church, where a handſome monument is erected to his memory bearing the following inſcription.

To the memory of
JAMES MIGHELLS, Eſq;
Late vice-admiral and comptroller
of the royal navy,
Whoſe public and private character
Juſtly deſerves remembrance,
If courage and conduct in a commander,
Fidelity and diligence in a commiſſioner,
Sincerity in a friend,
Uſefulneſs in a relation,
Love and affection in a huſband,
Care and indulgence in a parent,
And the ſtricteſt juſtice and honeſty to all men,
Deſerve to be remembered.
He died March the 21ſt, 1783;
Aged 69 years.

The following entry relative to this gentleman appears in the Loweſtoffe regiſter:

"In his public capacity no one had more at heart the true honour and intereſt of his king and country. As a ſea officer he was beloved by all under his command: he was brave and valiant; nor was his judgment and conduct leſs than his courage. In his laſt office he was conſtant and unwearied in application; no one durſt tempt him to alienate his truſt. Of his family he was careful, indulgent, and tender: to his relations uſeful and generous: to his friend kind, ſincere, and hearty: and to all the world a man of the ſtricteſt honour, juſtice, and honeſty."

this gentleman. We believe him to have obtained the command of a ſhip of the line not long after the acceſſion of queen Anne; but nothing farther is known, with any poſitive certainty, till 1712. He was tried by a court-martial, held in the Downs, on the 4th of July in the following year, for a very ſingular offence, not only againſt the rules of the ſervice, but all decorum, as a gentleman. On ſome trivial and inſignificant diſpute with his firſt lieutenant, he was imprudent, and violent enough to ſtrike him publickly on the quarter-deck, and was accordingly, not undeſervedly, ſentenced to be ſuſpended from all command, and to pay a fine equal to three months pay. After having continued under ſuſpenſion upwards of two years, thoſe who were entruſted with the adminiſtration of naval affairs at that time, in ſome degree relaxed from their ſeverity, and he was put on the ſuperannuated liſt with a penſion of 123l. 3s. 9d. per ann. being a ſum equivalent to the half-pay of the captain of a third rate.

MOSES, John,—in 1693, was appointed lieutenant of the Guernſey, a frigate of twenty-eight guns, at that time employed on the Weſt India ſtation under ſir F. Wheeler. Not long after his return from thence, he was, on the 5th of March 1694, promoted to the command of the Queenborough frigate. He did not for ſome years obtain any conſequential command, being principally captain of ſmall frigates or yachts, and employed in attending king William to and from Holland. Towards the end of the war, however, he was advanced to the command of a ſhip of the line, which being put out of commiſſion after the peace at Ryſwic, he did not appear again in the ſervice till after the acceſſion of queen Anne, when he was made commander of the Angleſea, of forty guns, and ſent to the Weſt Indies, where he died on the 23d of October 1703.

OWEN, Edward,—at the latter end of the year 1692, was appointed firſt lieutenant of the St. Alban's, of fifty guns, a veſſel at that time and during the following year employed as a cruiſer under the command of captain Gillam. On the 7th of Aug. 1694, he was appointed cap-

* In this year he commanded the Monmouth, of ſeventy guns, one of ſir Hovenden Walker's ſquadron on the expedition to Canada.

tain

tain of the Roebuck fireſhip. He never obtained the command of any ſhip larger than a ſixth rate, or was employed on any memorable ſervice during the reign of king William; but immediately after the acceſſion of queen Anne was promoted to the Rocheſter, a fourth rate, one of the ſhips ſtationed as a cruiſer in the Channel. While thus occupied he diſplayed the greateſt activity, which was accordingly rewarded with the higheſt ſucceſs, he having captured a conſiderable number of French trading veſſels of inferior note, together with two or three of thoſe numerous privateers which at that time infeſted the coaſt, and a ſmall frigate, new from the ſtocks, which was afterwards called the Rocheſter's Prize.

He continued to command the Rocheſter, as well as to be actively employed in the ſame line of ſervice, till the year * 1706, when he was promoted to the Medway, a third rate. He was immediately afterwards ſent to the Mediterranean, on which ſtation he does not appear to have met with any thing worthy to be related. He returned to England at the latter end of the year 1707; and in the month of June following we find him one of the captains under the orders of lord Durſley, who was commander of the ſquadron in ſoundings, ſtationed there for the protection of the different homeward-bound fleets. We find, as the only circumſtance worth relating, that captain Owen was diſpatched by his lordſhip, in the month of July, to convoy the homeward-bound Eaſt India fleet into Plymouth. We rather apprehend he never went to

* The moſt remarkable incident of his life, that we have been able to procure during this interval, is related in a letter from Dartmouth, dated May the 6th, 1705.

"On the firſt inſtant her majeſty's ſhip the Rocheſter, captain Owen commander, brought into Torbay a re-taken ſhip, called the Richard and Sarah, of London, captain Wilkinſon commander, richly laden and homeward-bound from Jamaica. This ſhip had been taken on the 25th paſt in lat. 51, by a privateer of St. Maloe, of eighteen guns and one hundred and ſixty men, after a very ſharp diſpute, which laſted eight hours, in which ſhe loſt her main-maſt. Captain Owen retook her on the 30th paſt, and gave chace alſo to the privateer, but could not come up with her. Captain Owen has likewiſe brought into Torbay a French privateer of twenty-four guns, which he took after a fight of five hours, wherein the captain and lieutenant of the privateer were killed. This ſhip is Dutch built: was taken from the Dutch about two years ago on the Dogger Bank, and can carry thirty-two guns."

ſea after this time, as he died on the 8th of October following, his ſhip being at that time in port under repair.

PAUL, Richard,—ſerved as firſt lieutenant of the Centurion in the year 1693; he was promoted to the command of the Jerſey on the 23d of January 1694. We have no farther information concerning him, except that he died commander of a ſhip of war, in the Weſt Indies, on the 17th of March 1701; but neither the ſhips, nor the particular ſervices on which he was in the intermediate time employed are known.

PAXTON, Wentworth,—is ſuppoſed to have been a native of New England; and entering into the royal navy, was, on the 22d of January 1694, appointed commander of the Newport. He never obtained the command of any ſhip larger than a ſixth rate; and retiring altogether from the ſervice returned to New England, where he died ſometime in the year 1736, or, as others ſay, not till three years after that time.

REDMAN, John,—was appointed acting commander of the Kitchen bomb-ketch either in the latter end of the year 1692, or early in the following ſpring. On the 3d of October 1694, he was promoted to be captain of the Loyalty. No other mention is ever made of this gentleman, but that he was put on the ſuperannuated liſt, with the half-pay of captain of a third rate, in the year 1707, and died on the 29th of February 1727.

REEVES, William,—is reported to have been the ſon of ſir William Reeves*, a commander of the greateſt eminence during the firſt and ſecond Dutch war. The firſt information we have of this gentleman is, that he was appointed firſt lieutenant of the New Africa in 1693: on the 17th of Auguſt in the following year, having been ſent to the Weſt Indies, he was there promoted to the command of the Experiment, a frigate of thirty-two guns; in which ſhip he died on the 29th of October following.

RICHARDS, Charles,—was towards the latter end of the year 1692, appointed firſt lieutenant of the Tyger, of forty-two guns, one of the Weſt India ſquadron ſent out under the command of ſir Francis Wheeler. On the 4th of December 1694, he was promoted to be captain of the

* See Vol. I. p. 122.

Firedrake

Firedrake bomb-ketch; and before the concluſion of the war obtained the command of a ſhip of the line. This is all the information we have been able to procure relative to this gentleman, except that, in the year 1702, he was ſent to the Eaſt Indies commander of the Severn; in which ſhip he died there on the 23d of March 1703-4.

ROFFEY, Kerrit, or Kerril,—ſerved as firſt lieutenant of the Vanguard, a ſecond rate, in the years 1692 and 1693. On the 23d of January 1694, he was promoted to the command of the Griffin fireſhip. He does not appear to have met with any opportunity of diſtinguiſhing himſelf during the reign of king William, although he certainly was always conſidered as that very deſerving character his conduct and gallantry in the following reign proved him to be, for he obtained the command of a ſhip of the line long before the concluſion of the war, and was continued in conſtant commiſſion during the peace which ſucceeded it. After the acceſſion of queen Anne he was appointed captain of the Burford, of ſeventy guns, as ſucceſſor to ſir Hovenden Walker. Accompanying ſir Geo. Rooke to the Mediterranean in the year 1704, he was preſent and engaged both in the aſſault of Gibraltar and the action off Malaga. In the latter encounter he led ſir Thomas Dilkes's diviſion; and although he was very warmly engaged during the whole time, his expenditure of ſhot at Gibraltar not having been great enough to compel him to quit the line, as the want of this neceſſary annoyance did many others, his brave cotemporaries, he appears to have had the good fortune of ſuſtaining leſs injury than any ſhip of his diviſion, the Swallow excepted, having had only eleven men killed and nineteen wounded. In 1705 captain Roffey was appointed to the Northumberland and ſent to the Weſt Indies; from whence he returned, without having met with any remarkable occurrence, in the month of March 1706. In 1707 we find no other mention made of him but that he commanded the Northumberland, one of ſir Thomas Hardy's ſquadron, who was ſent out to convoy the fleet bound to Liſbon *. Captain Roffey was one of the witneſſes examined, at the court-martial held in conſequence of a moſt violent and totally-

* See page 21, et ſeq.

unfounded charge raiſed againſt the conduct of ſir Thomas on that occaſion, and by his fair and candid teſtimony very honeſtly contributed to the honourable acquittal of his much-injured admiral.

Whether this honeſt manly behaviour drew on him the reſentment of men in power, and of thoſe who were the enemy's of ſir Thomas, we know not, but as we find no mention made of him after this time in any command, we conſequently believe him to have retired from the ſervice, to which he does not appear to have again returned. He is ſaid by many, but very erroneouſly, to have been appointed lieutenant-governor of Greenwich-hoſpital ſome conſiderable time before his deceaſe, which happened on the 11th of September 1716.

SMITH, John,—ſerved as ſecond lieutenant of the Bredah, rear-admiral Hopſon's flag-ſhip, in 1693, at the time he accompanied ſir George Rooke, who went out to convoy the unfortunate Smyrna fleet. His diligent and proper behaviour in that ſtation procured his promotion, on the 23d of January 1694, to be commander of the Mortar bomb-ketch. He was not long afterwards removed into the Hind; and during the time he held the command of that veſſel, a very ſingular and unfortunate accident befel him: he was unhappily afflicted with an intermitting delirium, occaſioned by a calenture, from the effects of which he had not perfectly recovered. During one of theſe paroxyſms, if the term be allowed, he wandered far from his ſhip, which was then laying in the Downs, and behaved in other reſpects in ſo extraordinary a manner, that he was taken into cuſtody by the peace-officers, and committed, by a neighbouring magiſtrate, to Canterbury bridewell. Sir Cloudeſley Shovel, under whoſe command he had been, ſoon as he was informed of this extraordinary circumſtance, applied for, and obtained his releaſe; and having afterwards made a proper enquiry into the cauſe as well as nature of his late diſtempered conduct, intereſted himſelf much with the lords of the admiralty, that captain Smith might be continued in the ſervice. In this truly meritorious, and benevolent application, the admiral was happily ſucceſsful; but the object of his patronage did not obtain any higher command, during king William's reign, than a ſixth rate.

From

From the number of naval commanders of the ſame name, we have not been able to diſcriminate ſo correctly one from the other, as to warrant us in reporting even the little information we have collected relative to them: it is, indeed, of a nature not very intereſting, conſiſting merely of dates when thoſe gentlemen commanded different ſhips. The moſt material circumſtance we find is, that the York, a fourth rate, loſt at Harwich, in the Great Storm which happened in the month of November 1703, was commanded by a captain Smith; but we are by no means authoriſed to aſſert, it was this very gentleman of whom we are now ſpeaking. Thus far, however, we are warranted in ſaying, that in the year 1718 he was appointed a captain in Greenwich-hoſpital; in which honourable retirement he died, on 15th of June 1722.

SMITH, William,—was, in 1692, appointed firſt lieutenant of the Sovereign, a firſt rate, rear-admiral Aylmer's flag-ſhip during the enſuing ſummer, and under whom Mr. Smith continued to ſerve in the ſame ſtation. On the 25th of June 1694, he was promoted to the command of the Portland: this ſhip was one of the cruiſers ſtationed in the Channel, and off the coaſt of Ireland, for the protection of trade. Captain Smith being very active, was alſo remarkably ſucceſsful, having particularly, towards the end of the enſuing year, captured ſeveral very valuable prizes. A fatal accident * put a period to his life and ſervices. On the 31ſt of December 1695, as he was paſſing from Plymouth-dock to the town, in the Weymouth's pinnace, accompanied by captain Jumper, who commanded the laſt-mentioned ſhip, and his lady, the boat overſet, and captain Smith, as well as Mrs. Jumper, were unfortunately drowned.

STAPLETON, John,—was originally commander of a merchant-ſhip in the Streight's trade, and diſtinguiſhed himſelf ſo remarkably in an action with a French frigate, that, as a reward for his gallantry, he was immediately received into the king's ſervice. The ſhip he commanded was called the Conqueſt, mounting only eight guns, and manned with a crew of twenty men. He was bound home to England, from Seville in Spain, when he fell in,

* See Vol. II. p. 421.

off the rock of Liſbon, with a French frigate, carrying twenty-ſix guns and one hundred and eighty men. Captain Stapleton prepared to make the beſt defence he could againſt ſo unequal a force, being reſolved not to ſubmit tamely to the enemy. Having ſome ſpare ports he was enabled to bring over ſeven of his guns to the ſide he preſented to his antagoniſt, whom he began to engage about one o'clock in the afternoon. He maintained the action with the greateſt ſpirit till ſeven at night, by which time he had only four ſpare cartridges left, his boatſwain, his carpenter, and ſix more of his people were killed; nothing now remained but to ſurrender; his guns, however, being all loaded, he reſolved, as a laſt effort, to diſcharge them at his enemies rather than yield, while he had ſuch ready means of annoying them. His ſhip took fire from the exploſion of her own guns; and falling immediately on board the frigate, had nearly ſet her on fire alſo. Captain Stapleton taking advantage of this general confuſion, eſcaped with his people in the boat, and happily reached Liſbon in ſafety. The French afterwards owned to having had twelve men killed and ſixteen wounded, in this encounter which took place on the 14th of January 1694.

Captain Stapleton was, on the 26th of September 1694, made commander of the Drake, a ſixth rate, and ſent to cruiſe off the coaſt of Ireland, where he was unhappily loſt on the 20th of December following, his ſhip being caſt away, he himſelf and all his crew periſhing.

STEVENS, Robert.—The firſt information we have relative to this gentleman is, that he was appointed captain of the Solebay on the 17th of Auguſt 1694. In this veſſel, which was one of the Channel cruiſers, and in which he continued during nearly the whole war, he much diſtinguiſhed himſelf by his activity and diligence; but in the month of March 1695, was weak and raſh enough to prefer a charge, ſo totally unfounded againſt captain Kerr, who was commodore of a ſmall ſquadron, to which the Solebay belonged, that the reputation, which he had before deſervedly acquired in the line of his profeſſion, had ſcarcely ſufficed to preſerve him from that ſpecies of public neglect which rarely fails to overturn a man's future fame and fortune. He continued actively employed

ployed in the ſame veſſel till the year * 1697, when he was promoted to a ſhip of the line, whoſe name does not appear, though captain Stephens continued to command it during the remainder of king William's reign.

After the acceſſion of queen Anne he was appointed to one of the ſhips of the line ſent, in the year 1703, to the Weſt Indies, where he died on the 24th of February following.

SOULE, John,—was, at the latter end of the year 1692, appointed lieutenant of the Mary galley, a frigate of thirty-four guns, which, in the enſuing ſpring, was ſent to Portugal to convoy thither the outward-bound fleet. On his return from this ſervice he was appointed firſt lieutenant of the Britannia; and from that ſtation promoted, on the 19th of October 1694, to be commander of the Firebrand fireſhip. Early in the following year he was ſent to the Weſt Indies under the command of commodore Wilmot, who advanced him, ſoon after his arrival there, to the command of the Wincheſter, a fourth rate, of ſixty guns. The ſeveral events which took place during this very unfortunate expedition, have been already recapitulated in the life of the commodore †. The ſquadron was on its return to England, after its failure, in a wretched ſtate of equipment, which was rendered more diſtreſſing and ſerious by a dreadful reduction in the crews of the different ſhips, occaſioned by a diſeaſe incidental to that climate, which at that time raged with a violence little leſs than a plague.

In this wretched and diſtreſſed ſtate they were overtaken by a ſtorm not many days after they had quitted Jamaica. The Wincheſter was loſt off Cape Florida; and captain Soule, in conſequence of the bodily fatigue and mental vexation he had undergone, died in a few days afterwards, on the 1ſt of October 1695. Colonel Lillingſton has been pleaſed to be exceedingly ſarcaſtic in his account of the loſs of this ſhip, and darkly to inſinuate,

* During which time he captured a very conſiderable number of ſmall privateers from the enemy, which, when taken collectively, was a ſucceſs highly deſerving notice; yet as theſe prizes were, in general, veſſels of ſmall ſervice, they were individually too inſignificant to be recounted.

† See Vol. II. p. 375.

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it was not entirely owing either to accident or the intemperance of the weather: but it is extremely illiberal to aggravate misfortune by attributing to it a wrong cauſe; and the groſs abſurdity of the imputation is a ſufficient refutation of the calumny.

THOMPSON, Robert,—was appointed, in 1692, firſt lieutenant of the Dunkirk, one of the ſhips ſent out to the Weſt Indies ſoon afterwards, under ſir F. Wheeler. On the 9th of November 1694, he was promoted to the command of the Africa, hired ſhip of war. No other mention is made of him, but that he commanded a ſhip of the line during the peace. We believe this veſſel to have been the Stafford, one of the Streight's ſquadron under commodore Munden, in the year 1699. In the year 1703 he retired from the ſervice, being put on the ſuperannuated liſt with an annual penſion of 91l. This he appears to have enjoyed till the time of his death, which did not happen till the 30th of January 1728-9.

TRENCHARD, George, — was the deſcendant of a very ancient and reſpectable family ſettled in the county of Dorſet. The firſt information we have relative to him, as a naval officer, is, that on the 14th of February 1694, he was appointed commander of the Saudadoes: he was promoted not long afterwards to the Roebuck, one of the ſhips under the command of ſir Cloudeſley Shovel in the Channel. In this command he died, on the 21ſt of April 1696.

TUCKEY, John,—was appointed ſecond lieutenant of the Sterling Caſtle early in the year 1693: he was from thence promoted, on the 1ſt of January 1694, to be captain of the Maidſtone. He died, as we believe, in the command of this ſhip on the 24th of September 1696.

WATKINS, Robert. — The only circumſtance we know in any degree relative to this gentleman is, that he was appointed commander of the Catharine ſtoreſhip on the 13th of February 1694*.

* We muſt except that, in 1698, he was appointed joint-commiſſioner with captain Delaval, to treat with the Salletines for the redemption of ſuch Engliſh captives as were in their poſſeſſion. We believe this gentleman to have been appointed captain of the Pearl in the year 1700, but of that hereafter.

WAVELL,

WAVELL, David,—was, on the 15th of February 1694, made captain of the Speedwell, a ſixth rate. He never appears to have had any opportunity of diſtinguiſhing himſelf, and not to have obtained any more conſequential command than a ſmall frigate, till after the acceſſion of queen Anne, when he was made commander of Colcheſter. This veſſel unhappily foundered at ſea on the 16th of January 1703-4. The captain himſelf and the principal part of the crew periſhed.

WILKINS, Michael,—was, in the year 1693, appointed commander, with the rank of lieutenant, of a ſmall ſloop mounting two guns only, called the German Spy. Although little ſervice could be expected from ſo inſignificant a veſſel, Mr. Wilkins ſoon rendered himſelf very conſpicuous in the line of his profeſſion, by capturing two or three privateers of much larger force than himſelf, and by taking ſome valuable merchant-ſhips of conſiderable burthen. This diligence and ſpirit was rewarded, on the 23d of February 1694, by his promotion to be captain of the Experiment; in which ſhip he died on the 16th of Auguſt following.

WOODEN, John,—was, on the firſt of February 1694, appointed captain of the Blaze fireſhip. No other mention is made of him during the reign of king William; but ſoon after the acceſſion of queen Anne he was appointed to the Deptford, in which ſhip he died, at St. Jago, on the 2d of May 1704.

1695.

ADAMSON, Charles,—was, in 1693, appointed ſecond lieutenant of the Royal Oak, of ſixty-four guns; on board which ſhip ſir George Rooke immediately afterwards hoiſted his flag as commander-in-chief of the convoy ſent out with the Smyrna fleet. On the 2d of September 1695, he was promoted to the command of the Suffolk Hag-boat; according to other liſts of naval officers, he was only

only appointed acting captain of this veſſel, and was not advanced to the permanent rank of a commander till the 23d of January 1697, when he was made captain of the Creſcent fireſhip. No other mention is made of him, and we know him never to have obtained any more conſequential command than the foregoing, during the reign of king William. On the acceſſion of queen Anne he was appointed captain of the Swallow of fifty guns. He did not, however, long retain the command of this veſſel, being diſmiſſed from it before the end of the year 1702, by the ſentence of a court-martial held on him for making falſe muſters.

This charge, however, made againſt him, appears to have been thought not perfectly well eſtabliſhed, or, at leaſt, the ſentence paſſed on him was held too ſevere, for he ſoon afterwards received a penſion of 73 l. per ann. and was, about the year 1705, reſtored to the ſervice, and appointed to command a ſhip of the line. He died in the Weſt Indies on the 27th of February 1707, being at that time captain of the Greenwich, or, as others ſay, the Experiment.

BENNET, John.—The firſt information we have of this gentleman is, that he was appointed captain of the Coronation, hired ſhip of war, on the 1ſt of May 1695. No other notice is taken of this gentleman, but that he died on the 30th of January 1716, having for ſome years retired from the ſervice.

BOWLES, Valentine,—ſerved as ſecond lieutenant of the Neptune in the year 1693; but we know nothing more of him till we find him, on the 3d of April 1695, appointed commander of the Machine fireſhip. He was, not long afterwards, promoted to the Prince George, an hired frigate of war; and from thence was, almoſt immediately removed into the Sheerneſs. He was diſmiſſed both from the command of this ſhip and the ſervice by the ſentence of a court-martial, held on the 27th of October 1698. The particular nature of his offence is not mentioned, nor is the time of his death known.

BRIDGES, Simon, or Timothy *,— ſerved, in the year

* He is, in different liſts, variouſly ſtiled Timothy, Thomas, and Simon. To the ſentence of the court-martial held on ſir J. Munden he

year 1693, as ſecond lieutenant of the Grafton, of ſeventy guns, at that time commanded by captain Thomas Warren. On the 2d of June 1695, he was promoted to the command of the Swan, a ſmall frigate, then under the orders of commodore Wilmot in the Weſt Indies; by which commander he was afterwards removed into the Terrible, a fireſhip. No other mention is made of him, either as to his command (which does not appear to have been conſequential) or the ſtation on which he ſerved, till after the acceſſion of queen Anne; and we even then continue for a conſiderable time before we find him employed in any ſpecies of ſervice worth remembering. He was, indeed, towards the latter end of the year 1702*, appointed commander of the Loo, and ſent to Liſbon with an outward-bound convoy, under capt. Cleveland in the Montague.

Returning from thence with ſuch ſhips as were ready to ſail in the month of February 1703, the whole fleet was diſperſed in a violent gale of wind, which happily, however, was productive of no other ill conſequence. Towards the end of the year 1705, he was promoted to the command of the Kingſton, and not long afterwards ſent to the Weſt Indies, where, in conſequence of his notorious miſbehaviour in the attack of the Spaniſh galleons, a particular account of which has been already given in the life of ſir Charles Wager †. He was, by the ſentence of a court-martial, diſmiſſed the ſervice. After this time nothing relative to him has come to our knowledge ‡.

COTTEN,

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he ſigns himſelf Timothy Bridges. In the MS. notes and ſentence of that afterwards held on himſelf he is called Simon Bridges.

* He was alſo one of the members of the court-martial aſſembled, in the month of July 1702, for the trial of ſir John Munden.

† See his life, Vol. II. p. 441.

‡ "At a court-martial held on board her majeſty's ſhip Expedition, at Port Royal, in Jamaica, the 23d of July 1708, captain Simon Bridges, commander of her majeſty's ſhip the Kingſton, was tried for not having performed his duty in a late action with the Spaniſh galleons, on the coaſt of Carthagena, in New Spain, on the 28th, 29th, and 30th of May laſt; and it did appear by evidence, upon oath, that the ſaid captain Simon Bridges, through miſconduct, did not uſe his utmoſt endeavour to engage and take the enemy, on the 28th of May laſt, at night; and that he did too negligently purſue the chaſe of the Spaniſh

COTTEN, Richard, (2d)—was appointed firſt lieutenant of the Kent, of ſeventy guns, in the year 1693; on the 14th of January 1695, he was promoted to the command of the Virgin Prize. No other notice is taken of this gentleman, but that he died in the Weſt Indies commander of the Reſerve, a fourth rate, on the 31ſt of October 1705.

CULLIFORD, Richard.—The firſt commiſſion we have been able to diſcover as borne by this gentleman, was that appointing him captain of the Maidſtone frigate, dated June the 9th 1695. He never obtained any more conſequential command, or had any opportunity of diſtinguiſhing himſelf till after the acceſſion of queen Anne. On the commencement of the war with France, in 1702, he was appointed to command the Haſtings, a fifth rate, of thirty-four guns, and principally employed during that, and part of the following year, in convoying the coaſting trade from port to port. In 1704 we find him to have been promoted to the Leopard, of fifty guns, and ſent to the Mediterranean under the command of ſir G. Rooke. He was not, however, perſonally concerned in either of the two great events which rendered that expedition memorable, not having been ordered to aſſiſt in the aſſault of Gibraltar, and being detached for Terceras, under the Dutch admiral Vanderduſſen, a few days before the engagement off Malaga took place. So little conſequential was the ſervice in which he was employed after this time, that we do not find any mention made of him till the year 1711, at which time he commanded the Humber, of eighty guns, one of the ſquadron ſent on the expedition againſt Quebec, under ſir Hovenden Walker. This ſhip being too large for the navigation of the river St. Lawrence, was ſent home by the admiral, and captain Culli-

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Spaniſh vice-admiral on the 29th and 30th; and that he left off chaſe when within ſhot of the ſaid ſhip, doubting the pilot's knowledge, and being near the ſhoal called the Salmadinas, though the pilot offered to carry the ſhip within the ſaid ſhoal after the ſaid vice-admiral: but no want of perſonal courage being alledged againſt him, this court does only find him guilty of the breach of part of the twelfth, and part of the fourteenth articles of war, and for the ſaid offence do diſmiſs him, the ſaid captain Simon Bridges, from being captain of her majeſty's ſhip Kingſton."

ford

ford does not appear to have held any commiſſion after the peace at Utrecht. It is moſt probable he retired altogether from the ſervice after this time, either on half pay or a penſion: no notice, however, is taken of ſuch a circumſtance. He died on the 7th of May 1738.

CUTTER, Vincent,—was appointed ſecond lieutenant of the Royal Catherine in the year 1693: on the 15th of April 1695, he was promoted to the command of the Archangel hired ſhip of war, one of the veſſels under the command of lord Berkeley and ſir Cloudeſley Shovel, employed, as well before, as after that time, in the attack of the ſmaller French ports. He was ſoon afterwards promoted to the command of a ſhip of the line, which being put out of commiſſion when the peace at Ryſwic was concluded, he does not appear to have had any re-appointment, or, at leaſt, no mention is made of one, till ſome time after the commencement of the enſuing reign.

We believe him to have been principally, if not entirely employed on the Mediterranean ſtation, where, in the year 1706, we find him commanding the Newcaſtle, of fifty guns: but the only mention we find made of him, out of the ordinary routine of ſervice, is, that he was ſent, in the month of September, to Oneglia, with a large ſupply of powder for the uſe of the duke of Savoy's army; and in the month of November following was ordered to Genoa, to carry from thence Mr. Methuen and ſuite, who was juſt before re-appointed envoy extraordinary from the queen of Great Britain to the court of Portugal. He was, not long after this time, removed into the Eſſex, in the command of which ſhip he died, on the 10th of April 1710.

DAY, Thomas, — was, at the latter end of the year 1692, appointed firſt lieutenant of the Dragon, of forty guns, one of the ſquadron ſent, early in the following year, to the Weſt Indies, under the command of ſir Francis Wheeler. On the 5th of Auguſt 1695, he was promoted to be captain of the Saudadoes. No other mention, or notice of him whatever, is taken during the reign of king William; but in the year 1702 we find him appointed captain of the Blackwall, a ſmall frigate; and in the following ſpring ſent, under vice-admiral Graydon, to the

Weſt

Weſt Indies, where he was promoted, immediately on his arrival, to the Boyne, of eighty guns, as ſucceſſor to captain Cranby, who died in the month of December preceding. Captain Day himſelf did not long ſurvive this advancement, dying in his new command on the 2d of Auguſt 1703.

DELAVAL, George,—is ſaid, by ſome, though very erroneouſly, to have been the brother of ſir Ralph Delaval, knight, of whom we have already given an account*. This gentleman was the deſcendant of a different branch of the ſame flouriſhing and ancient family; and having entered early in life into the navy, after rapidly paſſing with much credit through the ſeveral ſubordinate ſtations, was, on the 28th of October 1695, appointed captain of the Oxford, a fourth rate, mounting fifty-four guns. No other mention is made of him during the reign of king William, a circumſtance by no means extraordinary, when we conſider how few opportunities of diſtinguiſhing themſelves thoſe officers meet with, who have the command of ſhips employed as cruiſers at the concluſion of a war. In this line the Oxford appears to have been conſtantly employed. After the ratification of the peace at Ryſwic, in 1698, he was appointed to a frigate, and ſent to the Mediterranean, under the command of vice-admiral Aylmer. He appears to have been conſtantly employed during the two following years which he continued on that ſtation, in the very important office of commiſſioner, or envoy to the ſeveral piratical ſtates of Barbary and the emperor of Morocco. In the courſe of theſe delicate negociations he appears to have diſplayed great adroitneſs and ability, having not only arranged and ſettled a treaty for the redemption of all the captives belonging to the Engliſh government, that were then throughout the whole Turkiſh territory in Africa, but alſo taken the proper meaſures that it ſhould be afterwards faithfully carried into execution.

Returning to England in the month of May 1700, he was immediately promoted to the command of the Tilbury, of fifty guns, and ſent back to Barbary with a

* Vol. II. p. 3.

large

large merchant-ſhip, chartered for that purpoſe, under his convoy, to receive the ſeveral unhappy priſoners whoſe liberty he had been the fortunate means of procuring. He returned ſafe with his charge to the Downs, where he arrived on the 28th day of February 1701-2. He continued to command the ſame ſhip till the year 1705, but without having any opportunity of diſtinguiſhing himſelf worth recounting, till 1704, in which year he accompanied ſir G. Rooke on his well-known expedition to the Mediterranean. Having held no part in the aſſault of Gibraltar, he made ample amends for his want of employment on that occaſion, by the remarkable manner in which he ſignaliſed himſelf at the battle off Malaga which immediately ſucceeded it. The Tilbury, which, as we have already obſerved, was only a fifty gun ſhip, was but little calculated to ſuſtain the ſhock of ſo heavy an action; nevertheleſs, it is mentioned as one of thoſe belonging to ſir C. Shovel's ſquadron which ſuffered moſt in that engagement. Captain Delaval does not, however, appear to have reaped any advantage from his exertions on this occaſion, except the honour, for he was not promoted to any more conſequential command till a conſiderable time afterwards. He continued to be wholly employed on the Mediterranean ſtation, where there was very little, or, indeed, no opportunity of adding to his former laurels.

In the year 1706 we find him diſpatched, by the earl of Peterborough and ſir John Leake, to bring home the important news, that the ſiege of Barcelona was raiſed; and, as an additional compliment to him, his brother, Robert Delaval, was appointed to command the Falcon, the frigate on board which he himſelf was ordered to proceed, as a paſſenger, to England. On his return to the Mediterranean he was again ſent ambaſſador to the emperor of Morocco; but the ſervices on which he was employed after this time were of a nature ſo very unintereſting, that we find no mention whatever made of him till the 28th of March 1718, when he was promoted to be rear-admiral of the white. In this ſtation he accompanied ſir George Byng, afterwards lord Torrington, to the Mediterranean, having hoiſted his flag on board the Dorſetſhire, a third rate. He bore a very diſtinguiſhed part in the celebrated action off Syracuſe, having ſingly engaged

and captured one of the enemy's capital ſhips, the Sancta Iſabella. On the 10th of March 1718-19, he was advanced to be rear-admiral of the red, and after his return to England we do not find him to have again gone to ſea. On the 16th of February 1722, he was, very deſervedly, promoted to be vice-admiral of the white, an advancement he did not long enjoy, being unhappily killed on the 22d of June 1723, by a fall from his horſe, while riding out for amuſement as well as exerciſe, near his native place, Newcaſtle-upon-Tyne, in the county of Northumberland.

DOYLEY, Edmund,—appears, from the information of ſome, to have been the ſon, but according to the inſcription on his grave-ſtone, the grand-ſon of ſir W. D'Oyly, of Shottiſham, in the county of Norfolk, baronet. His family was of great antiquity, and is ſaid, by Camden, to have been a younger branch of a moſt ancient and honourable ſtock, bearing the ſame name and long ſettled in the county of Oxford. This diviſion is ſaid to have taken place about the time of Henry the Third, when John, ſon of Roger D'Oyly, married Roſe, daughter and one of the coheirs of ſir William Danſtone, of Staffordſhire, knight, the deſcendant of this gentleman having, in the reign of queen Elizabeth, married Anne, daughter of Edmund White, of Shottiſham, in the county of Norfolk, eſq. He became poſſeſſed of that eſtate in conſequence of the death of Edmund White, his brother-in-law, without iſſue.

Captain Edmund D'Oyley having entered into the navy at a very early period of life, was, according to ſome accounts, on the 15th of January 1695, appointed commander of the Play Prize, a frigate of thirty guns; but, from other information, which we believe to be the moſt authentic, this commiſſion does not bear date till the 6th of February. He ſoon after, obtained the command of a ſhip of the line, but was unfortunately employed in ſome ſervices and ſtations ſo little conſequential, that no mention whatever is made of him after the peace at Ryſwic. His ſhip being put out of commiſſion, he was appointed page of honour to prince George of Denmark. On the proſpect of a ſecond rupture with France, he was ſent to the Weſt Indies, commander, as we believe, of the Colcheſter.

cheſter. He there contracted a diſorder which proved fatal to him almoſt immediately after his arrival in England, whither he was obliged to return on account of his ill ſtate of health *.

DRAPER, John,—was, towards the end of the year 1692, appointed firſt lieutenant of the Mordaunt, one of the ſhips then on the Weſt India ſtation. In the month of Auguſt 1693, he was removed into ſome other ſhip, which was among thoſe that returned to Europe about that time under ſir Francis Wheeler. On the 18th of June 1695, he was promoted to the command of the Haſtings, a new frigate of thirty-four guns, and was, immediately afterwards, ſent to the Weſt Indies; from whence he returned with a convoy of twelve merchant-ſhips. He arrived in Ireland on the 31ſt of December 1695, after having encountered a dreadful ſtorm on his paſſage, which completely diſperſed the veſſels under his protection. After this time he continued to be employed in the command of the ſame veſſel as a cruiſer off the coaſt of Ireland and at the entrance of the Engliſh Channel. This ſhip was at laſt unhappily loſt, off Waterford, on the 10th of December 1697; the captain, as well as all the crew periſhing.

DARLEY, Edward. — The firſt account we have of this gentleman is, that he was appointed commander of the Charles fireſhip on the 25th of April 1695. No other mention is ever made of him after this time, except that he was, on the proſpect of a war with

* He died at Bath, and was interred in the abbey church there. On a black marble grave-ſtone, laid over his remains, is the following inſcription, affording us a conciſe account of the leading and moſt prominent particulars of his life.

Here lyeth the body of
Captain EDMOND D'OYLY,
Grandſon of ſir William D'Oyly, the elder,
Of Shotteſham, in the county of Norfolk, bart.
Page of honour to his royall highneſs prince George of Denmark,
And captain of a man of war,
Who, in her majeſty's ſervice, in the Weſt Indies,
Got the diſtemper of the country,
Of which he died here in the 29th year of his age,
And 10th of May, A. D. 1703.

France, in 1701, appointed to command one of the ſhips ſent out, under vice-admiral Benbow, to the Weſt Indies, where he died, on the 30th of July 1702.

EDWARDS, John,—was appointed firſt lieutenant of the Deptford, of fifty guns, in the month of November 1692. He continued to ſerve in the ſame ſtation during the following year; and after having acted in the ſame capacity on board divers other ſhips, was, on the 24th of April 1695, appointed to command the Flame fireſhip. He continued to hold the ſame ſtation during the enſuing ſummer, and moſt probably till the concluſion of the war, as we do not find any mention made of him, in any other line of ſervice. He continued for many years totally unnoticed, for we have not been able to procure any information concerning him till the year 1706, at which time he commanded the Naſſau. He had the misfortune to run this ſhip a-ground, which being imputed to his neglect, he was ordered to be tried by a court-martial, which was aſſembled at Spithead on the 24th of December 1706, and ſentenced to pay a fine of 123l. 3s. 9d. being equivalent to a year's pay, at 6s. 9d. per diem. He was, however, not diſcontinued from his command, as we find him ſent out to Jamaica, in 1708, commanding officer of a ſmall ſquadron, conſiſting only of the Monmouth, a third rate, the Jerſey, a fourth, and the Roebuck, a fifth. Theſe ſhips were ordered to join rear-admiral Wager, then commander-in-chief on that ſtation, who was, on his part, inſtructed to ſend home ſuch veſſels as were not in a proper condition for ſervice, under the command of captain Edwards, who was to remove into the Expedition, which had been Mr. Wager's own ſhip. We do not find any notice taken of him after his return, nor, indeed, any other mention made of him, except that he died, not having attained the rank of admiral, on the 12th of February 1726.

ELKINS, or EKINS, Thomas.—The firſt information we have of this gentleman is, that he was appointed commander of the Ruby Prize on the 15th of April 1695. The different ſervices and commands in which he was from time to time employed, being very unintereſting, we do not find any other mention made of him till the year 1704, at which time he commanded the Woolwich, of fifty-

fifty four guns. He was diſmiſſed from this ſhip by the ſentence of a court-martial, held on the 11th of April in the above year, a charge being exhibited againſt him of having taken a quantity of gold duſt out of a Dutch Guineaman, which he accidentally met with at ſea. Whether it was ſuppoſed the charge was not ſufficiently proved, or that there were ſome particular favourable circumſtances in his caſe, which appeared to leſſen his delinquency, we know not, but he was, after ſome time, received again into the ſervice, and appointed captain of the Aldborough. His ſubſequent conduct, however, in ſome meaſure proved, by inference, his former ſentence not to have been too ſevere, for falling again into ſome improper conduct, which is not ſpecially and particularly ſtated, he was, a ſecond time, and finally, diſmiſſed the ſervice, by the ſentence of a court-martial, held on the 26th of June 1712. The time of his death is unknown.

ELLIOT, Stephen.—We have a very remarkable and honourable account of this gentleman's firſt entrance into the navy, as well as the cauſe of it. He was, originally, maſter of a ſmall trading ſloop belonging to the iſland of Jamaica, and being taken by a French frigate in the month of June 1694, was carried into Petit Guavas, in the iſland of Hiſpaniola. He there learnt that the French were projecting an attack on Jamaica, and moſt patriotically and ſpiritedly reſolved to make his eſcape, and give the neceſſary intimation of the enemy's intention to ſir William Beeſton, the governor. He accordingly communicated his deſign to two of his fellow-priſoners, on whoſe courage and fidelity he could rely, and with their aſſiſtance ſeized an open canoe, in which they all three, after a very perilous voyage, reached Jamaica in perfect ſafety. This extraordinary and gallant enterprize being reported to king William, he not only immediately ordered a gold chain, of one hundred guineas value, and five hundred pounds in money to be given to captain Elliot, as well as fifty pounds to each of his brave companions, but alſo directed the board of admiralty to receive him into the navy, and give him at once the rank of captain, waving, on this occaſion, that otherwiſe invariable rule of paſſing the ſeveral ſubordinate ſtations before he could regularly have obtained that honour.

He was accordingly, on the 14th of January 1695*, appointed commander of the Maidſtone frigate. He did not, however, long continue in this veſſel, being very ſoon afterwards removed into the Charles galley. Being ordered to cruiſe in the Engliſh Channel, and off the coaſt of France, in the month of November he diſtinguiſhed himſelf very much in the attack of a French convoy, of fifty ſmall veſſels, near Havre de Grace, and, notwithſtanding they were protected by five private ſhips of war of good force, he captured two, and was ſo far ſucceſsful as to drive a conſiderable number of the remainder on ſhore. In the month of May 1696, he had a ſecond rencounter of the ſame nature, but not with ſo much ſucceſs. He was ordered to reconnoitre the port of Breſt; and being cloſe under the ſhore fell in with two French ſhips of war, one of them mounting forty-four, the other twenty-eight guns, having a number of coaſters under their protection. The two ſhips of war immediately bore down to, and engaged the Charles galley, and had the good fortune to prevent captain Elliot from capturing any of their charge, the merchant veſſels having got ſo far a-head as to be in ſecurity. The enemy having accompliſhed their only motive for engaging, were content to leave their ſingle antagoniſt with, at leaſt, the glory of having defended himſelf againſt two ſhips, the ſmalleſt of which was nearly his own force. He was, ſoon after this time, ſent to convoy ſome merchant-ſhips to the Canaries, and back again from thence to England. After he had executed this ſervice he was appointed to command a ſhip of the line, but neither its name, nor ſtation are mentioned, although he continued captain of the ſame veſſel during the whole of the peace. On the proſpect of a war with France, in 1701, he was appointed to command one of the ſhips (the Scarborough) ſent out to the Weſt Indies under the command of vice-admiral Benbow. He died at Jamaica†

* As an additional proof of the high public ſenſe entertained of his ſervices on this occaſion, his firſt commiſſion, although not made out and iſſued, till the month of January 1695, was ante-dated on the 14th of June 1694; a ſingular and unprecedented compliment!

† Other accounts ſtate, though erroneouſly, that he died in the Eaſt Indies.

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on the 6th of December 1701, being the very day after the arrival of the ſquadron on that ſtation.

FLETCHER, John, (2d).—The firſt information we have of this gentleman is, that he was appointed captain of the Hampſhire on the 24th of May 1695: in the beginning of the ſpring 1697 *, he was ſent to Hudſon's Bay, where he was ſoon afterwards attacked by a French ſquadron which deſolated the coaſt and ſettlements on ſhore, and deſtroyed the Hampſhire as well as all the merchant-veſſels that were found there. On this unhappy occaſion captain Fletcher loſt his life: the date given of this melancholy event is the 26th of Auguſt 1697.

GROINGE, John,—was, in 1692, appointed firſt lieutenant of the Lyon, of fifty-two guns, one of the ſhips ſent, in the following year, to convoy the outward-bound Smyrna fleet. On the 27th of December 1695, he was appointed captain of the Seaford; in the command of which veſſel he died, at ſea, on the 14th of Auguſt 1696.

HADDOCK, Richard,—was the eldeſt ſon of the gallant and well-known ſir Richard Haddock, who diſtinguiſhed himſelf ſo much in the Dutch wars during the reign of king Charles the Second. We have already given ſome account of ſir Richard, as well as of his family and deſcent †. Mr. Haddock purſuing the ſteps of his worthy father, and having entered early in life into the navy, was, in the year 1692, appointed fifth lieutenant of the Dutcheſs, a ſecond rate. He was afterwards advanced to an higher ſtation in the ſame rank of ſervice, we believe to be firſt lieutenant of the London; and on the 20th of September 1695, was promoted to the command of the Rye, a cruiſing frigate in the Channel. While he held this ſtation, which he continued to do till the concluſion of the war, he was very active and tolerably ſucceſsful. Being put out of commiſſion after the peace at Ryſwic, we hear nothing farther of him till the year 1704, at which time he commanded the Swallow, of fifty guns, one

* Some inſiſt he was not appointed a commander till the 22d of January in this year, and that his former commiſſion was only that of *acting* captain.

† Vol. I. p. 229.

of the fleet ſent to the Mediterranean under ſir George Rooke *. At the battle off Malaga he was ordered, by the commander-in-chief, to lay, together with the Panther, two frigates, and two fireſhips, near a gun-ſhot to windward of the Engliſh line, that if the enemy ſhould endeavour to break through with their fireſhips and gallies, they might act as a reſerve, and be ready to repel them. His having been ſo much farther removed from the ſcene of danger than his companions, well accounts for his having had only one man killed and three wounded, in that memorable engagement.

We do not find any mention made of him, after this time, till the year 1707, when he was appointed to command the convoy ſent with the Ruſſia fleet, which was, for greater ſecurity, to be eſcorted as far as the Orkneys by a ſtrong ſquadron, under ſir William Whetſtone. The misfortune which befel it † excited much clamour, and raiſed, very undeſervedly, no inconſiderable murmur both againſt ſir William and captain Haddock ‡, but more particularly the former. We do not, however, find this gentleman ever noticed in the line of active ſervice after this time. It is not improbable, that diſguſt at this very unmerited ill treatment might probably have occa-

* He was diſpatched for the Mediterranean to cruiſe ſome time before the fleet ſailed from Liſbon, as it appears he captured a fine frigate, mounting thirty-two guns, on the 14th of March, in the Streights.

† See Vol. II. p. 298.

‡ With how little juſtice, the following official account of this accident will ſhew.

"Two days after the departure of ſir William Whetſtone, the commander-in-chief of the Ruſſia convoy, captain Haddock made a ſignal, by hoiſting and lowering his colours eleven times, one after another, which the maſters of the Ruſſia ſhips did own they took was to acquaint them, that there were eleven ſail in ſight; but they, namely the maſters of the ſhips that were taken, hearing no more of them for two days afterwards, and being within 100 leagues of Archangel, did truſt to their ſailing, and made the beſt of their way. Sometime after they fell into the enemy's hands they ſaw the three Engliſh ſhips of war, with the reſt of the fleet, laying by in order to engage the enemy's ſquadron: in the interim whereof, the Ruſſia ſhips made the beſt of their way towards Archangel; but our ſhips finding thoſe of the enemy declined to give them battle, did ſoon make after the merchant-ſhips in order to conduct them in ſafety to their port."—— Gazette, No. 4357.

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ſioned this retirement. It is certainly, however, no ſlender proof how high this gentleman ſtood in the opinion of thoſe who were at that time entruſted with the adminiſtration of naval affairs, that he was, in the year 1734, appointed comptroller of the navy, an office he continued to exerciſe for the ſpace of fifteen years to the univerſal ſatisfaction of all parties and deſcriptions of men. Having attained a very advanced age, ill ſuited to the execution of ſo troubleſome an office, he retired on a penſion of 300 l. a year, in 1749, which he enjoyed till the time of his death, an event which took place in the month of April 1751, at Mile-End.

HERBERT, or HALBERT, Samuel.—Nothing is known of this gentleman. The only circumſtance that entitles him to a place here, is, that he is ſaid to have been appointed captain of the St. Alban's on the 23d of December 1695.

HICKMAN, John.—The firſt intelligence we have of this gentleman is, that he was appointed commander of the Firebrand fireſhip on the 14th of December 1695. He appears to have always continued in the ſame line of unprofitable ſervice, for, after having commanded the ſhip above-mentioned during the remainder of the war, he was, on the proſpect of a ſecond rupture with France, in 1700, appointed to the Hawke fireſhip, of which veſſel he died captain on the 12th of June 1701.

HODGSON, Thomas, or, as other accounts ſay, Theophilus,—was, in 1693, appointed firſt lieutenant of the Royal William, at that time commanded by the earl of Danby. He was, on March 16, 1695, promoted to the command of the Queenborough frigate. In leſs than a week after this appointment he had the good fortune to capture a ſmall privateer belonging to Calais, called the Eſperance. This is the only mention we have found made of him. The Queenborough was unfortunately loſt; the captain and crew periſhing with the ſhip on the 6th of May 1696.

HOLMES, Robert, (2d)—after having ſerved with very great reputation for a number of years as a lieutenant of different ſhips, was, on the 2d of July 1695, appointed commander of the Henry Prize. He never attained any conſequential command, as it appears he was put on the

ſuperannuated liſt in the year 1711, with the half-pay of captain of a fifth rate only. The time of his death is uncertain.

HOOPER, John,—was, in 1692, appointed ſecond lieutenant of the Vanguard, a ſecond rate. We hear nothing of him afterwards, till he was, on the 16th of December 1695, promoted to the command of the Penſance. He ſurvived this advancement but a very ſhort time, for being ſoon afterwards removed into the Flamborough, he died captain of that ſhip on the 16th of September following.

JACKSON, Richard,—was, on the 5th of February 1695, appointed to command the Play Prize. In the command of this veſſel we believe him to have been ſucceeded, on the following day, by captain Edm. Doyley. The name of the ſhip into which he was afterwards removed does not appear; he was ſent to the Weſt Indies, where he died on the 16th of Auguſt following.

JACKSON, John,—was, on the 3d of Auguſt 1695, made commander of the Smyrna Factor. No mention is ever made of him in the ſervice; and it is believed he never obtained any more conſequential command than that of a frigate. He was put on the ſuperannuated liſt in the year 1709, with a penſion equivalent to half-pay. He died on the 25th of December 1724, or, as others ſay, 1725.

KENNEY, Thomas,—was appointed ſecond lieutenant of the Hampſhire, a fourth rate, in the year 1693. On the 9th of Auguſt 1695, he was promoted to the command of the Swan, a ſmall frigate, in which he continued during the war without having an opportunity of diſtinguiſhing himſelf. After the acceſſion of queen Anne he was appointed to a fifth rate and ſent to the Weſt Indies, where he was, in the year 1703, advanced to the command of the Falmouth, of forty-eight guns. This ſhip was taken by two French ſhips of war, on the 4th of Auguſt 1704, after a vigorous defence, in the courſe of which captain Kenney was killed. This circumſtance has, however, been deemed of not ſufficient conſequence to be taken notice of by hiſtorians, who have been ſilent as to this engagement.

MOORE,

MOORE, Chriſtopher,—was, on the 28th of June 1695, appointed commander of the Mary galley, and unhappily died, before he had any opportunity of diſtinguiſhing himſelf, on the 29th of April in the following year.

PASSENGER, William.—This brave and excellent commander was appointed third lieutenant of the Royal Catherine in the year 1692. After having ſerved, with very diſtinguiſhed reputation, in the ſame capacity on board different ſhips, he was promoted, on the 20th of May 1695, to the command of the Veſuvius fireſhip: he moſt probably continued in the ſame veſſel during the war, as we do not find any mention made of him during the reign of king William. His advancement in the navy was extremely ſlow, a conſiderable number of years having elapſed before he had any opportunity either of diſtinguiſhing himſelf, or obtaining a command conſequential enough to attract the notice of the public, by carrying any memorable enterprize into execution. On the acceſſion of queen Anne he was appointed captain of the Shoreham, a frigate of thirty-two guns, and employed principally as a cruiſer, or in occaſionally convoying the coaſting trade from port to port, and to and from Ireland.

The firſt information we have of him after this is in the year 1706, at which time he commanded the Royal Anne, a firſt rate, on board which ſhip ſir George Byng carried his flag as vice-admiral of the blue ſquadron. He ſignaliſed himſelf in a moſt remarkable manner at the ſiege of Alicant, in the month of July, where the land-force, that could be ſpared from the main army, being found inſufficient to the proſecution of ſo great an enterprize, it was deemed neceſſary to form a ſtrong body of ſeamen, conſiſting of forty picked men from every ſhip in the fleet, to be commanded by naval officers, appointed by the commander-in-chief; of theſe captain Paſſenger was one. The land-forces deſtined to co-operate in, and which were indeed to have led the attack, were commanded by a very gallant officer of the name of Rapin, who was a major in lord Mohun's regiment. This gentleman puſhed forward with the greateſt expedition and ſpirit, in hopes of having the honour of being the firſt perſon who ſhould enter the breach. His men were at

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firſt repulſed; and before he could rally them, the naval corps, with captain Paſſenger at its head, ſuperceded him in his glorious attempt; and the latter is by ſome even ſaid to have been, himſelf, the firſt man who mounted the breach. Theſe authors farther add, that five of his boat's crew, who aſſiſted him in climbing the breach, were killed and wounded; but that with the remainder of his people, who ſcarcely amounted to thirty, he kept the enemy at bay; and with very little other aſſiſtance is ſaid to have put to flight a body of four or five hundred men, who had ſuddenly collected on the firſt alarm, taking from them ſeveral priſoners, among whom were two captains of horſe. Major Rapin entering the town immediately afterwards, at the head of his grenadiers, the complete reduction of this important place was effected with the loſs of only ſeventeen men killed.

This very ſpirited and ſucceſsful undertaking is among thoſe deſerving the greater praiſe, as being made in a line of extraneous ſervice, which, to ſay the leaſt of it, a naval officer muſt be totally unaccuſtomed to the conduct of *. It is very extraordinary, although a circumſtance not altogether uncommon, that no mention is made of this gentleman after the above time, till the year 1717, at which time, high as was his rank in the ſervice, he had no greater command than that of the Glouceſter, a fourth rate, of fifty guns, one of the fleet ſent, during that ſummer, to the Baltic, under the command of his former admiral, ſir George Byng.

He does not appear to have ever gone to ſea, as a naval commander, after this time; but, on the 25th of February 1719, retired on the very honourable appointment of commiſſioner of the victualling-office, a ſtation he retained and exerciſed, with the higheſt credit, till the time of his death, which happened on the 10th of March 1728.

* Such is the account given of this memorable tranſaction, by Boyer, on what authority does not appear. It differs materially from that inſerted by Lediard, Campbell, Leake, and others; but although the latter gentleman aſcribes the honour of having firſt entered the breach to captain Evans, they all unite in beſtowing that of having immediately followed him to captain Paſſenger. For the account alluded to, ſee vol. ii. p. 390.

POULTON,

POULTON, or POLTON, Thomas, — was appointed ſecond lieutenant of the Kent, of ſeventy guns, in the year 1692. He was afterwards promoted to be firſt lieutenant of the Cambridge; and from that ſtation advanced, on the 7th of February 1695*, to be captain of the Charles galley. We find him ſtationed, during the courſe of this year, to protect the fiſhery off the coaſt of Suſſex; a ſervice, in which he acquired all the reputation that could be gained in ſuch an employment, by an unwearied exertion of the only faculty by which he could, in ſuch a ſtation, poſſibly gain credit, diligence. The moſt remarkable incident, however, which particularly diſtinguiſhed him was, his capturing two privateers off Rye, in the month of April, which had long reigned unmoleſted, and had committed very conſiderable depredations on that coaſt. His laudable attention to the unprofitable duties of this command, procured him to be promoted, towards the cloſe of the year, to the Glouceſter, a fourth rate; in which ſhip he was afterwards ſent, under commodore Moody, to convoy the outward-bound Turkey fleet. In 1698 we find him captain of the Weymouth, one of the Mediterranean ſquadron, under the command of vice-admiral Aylmer; but a time of peace can furniſh few or no incidents in the line of ſervice that can profeſſionally grace the life or character of a naval commander. Captain Poulton returned to England in the month of June 1699, but ſcarcely ſurvived his arrival, as it is ſaid by ſome, although it is much doubted by others, that he was killed in a duel, at Portſmouth, by Mr. Cavendiſh, on the 20th of the above-mentioned month. All agree in the time of this gentleman's death, notwithſtanding they differ in the mode of it.

REEVES, Daniel,—was, in 1692, appointed ſecond lieutenant of the Dover; and from thence promoted, in the following ſpring, to the ſame ſtation on board the Victory; in which ſhip he continued to ſerve during the

* Some accounts make this gentleman to have taken poſt on the 4th of February 1693; but as no particulars are given, on the naked aſſertion only, we do not think ourſelves warranted in preferring it to more ſpecific evidence, which we certainly think more to be relied on.

following year. On the 28th of June 1695, he was promoted to the command of the Deptford, a fourth rate. He did not long continue in this ſhip, being appointed, on the 27th of November following, captain of the Newcaſtle. There are ſome who imagine this gentleman to have taken rank only from the latter appointment, but in this they are miſtaken. During the time he held the command of the Deptford, he was employed as a cruizer under ſir Cloudeſley Shovel, who, for the principal part of the time alluded to, held the Channel command.

This gentleman does not appear to have been fortunate enough to have met with any opportunity of diſtinguiſhing himſelf out of the common routine of ſervice; but by a diligent attention to the ſeveral duties of it, both during this and all his ſubſequent commands, he appears to have been eſteemed, on all occaſions, as a very deſerving officer, having been retained in commiſſion during the whole of the enſuing peace. He died commander of a ſhip of the line, but too ſoon after the recommencement of war with France and the acceſſion of queen Anne, to have any opportunity of being more fortunate. His death took place on the 23d of September 1702.

RIPLEY, William.—The only particulars known relative to this gentleman are, that he was appointed captain of the Royal Tranſport on the 11th of December 1695, and was unfortunately drowned at ſea in the month of Auguſt 1697, whether by the loſs of the ſhip, or by what may be termed a private accident, does not appear.

RUSSEL, William *.—We have no intelligence of this gentleman till we find him, on the 19th of Auguſt 1695, appointed captain of the Play Prize, a frigate of thirty-two guns. We do not find any other mention made of him, nor did he ever obtain, either during the reign of king William or afterwards, any higher command than that of a frigate. He died in the Weſt Indies on the 30th of June 1703, being at that time captain of the Experiment, a frigate of thirty-two guns.

SHEERMAN, Richard,—is a gentleman of whom as little is known as of the preceding. The firſt intelli-

* He is ſuppoſed to have been the only ſon of lord George Ruſſel, ſixth and youngeſt ſon of William, firſt duke of Bedford.

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gence we have of him is, that he was appointed captain of the Orford on the 26th of October 1695: and we have not been able to collect any other information concerning him, except that he died in the Weſt Indies on the 15th of June 1699, being then commander of the Glouceſter.

SWANTON, Thomas,—was appointed ſecond lieutenant of the St. Michael, of ninety guns, in the year 1692. He afterwards ſerved in the ſame ſtation on board divers other ſhips; and was promoted to the command of the Queenborough frigate, on the 8th of May 1695. The early part of his ſervice had nothing in it memorable enough to make its way into public notice; and he never, during the reign of king William, obtained any command ſuperior to that of a frigate. On the recommencement of war with France, after the acceſſion of queen Anne, he was appointed captain of the Exeter, of ſixty guns, and ſailed in that ſhip for the Mediterranean, in the year 1703, under the command of ſir Cloudeſley Shovel. That admiral, when on his return to England in the month of September, detached captain Swanton with a ſmall ſquadron *, of which he acted as commander or commodore, to Tunis and Tripoli, in order to renew the exiſting treaties of peace with thoſe troubleſome ſtates. He was alſo ordered, that when he ſhould have executed this part of his commiſſion, he ſhould repair to Scanderoon to join captain Jumper, who had a little time before been ſent thither with a convoy.

He appears to have executed this truſt with equal diligence, attention, and aſſiduity; and afterwards, according to his inſtructions, ſailed for the Levant, where he put himſelf under the command of commodore Jumper; and, it is believed, returned with that gentleman to England in the month of December following.

We ſuppoſe him after this time, except during the year 1704, to have been generally, if not entirely, employed on the Mediterranean ſtation: but no mention is made of him till the year 1711, and even then in no other way than as having been commodore of the ſquadron ſent, with a reinforcement of troops for the army in Spain, from Vado bay to Barcelona. The peace at Utrecht being con-

* Conſiſting of the Exeter and Pembroke, fourth rates; the Tartar and Flamborough frigates, with one fireſhip.

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cluded very ſoon after this, it is not to be wondered that we do not find any mention made relative to him in the line of ſervice.

In the year 1715 he was appointed commiſſioner of the navy, reſident at Plymouth; from which very honourable ſtation he was, in the following year, advanced to be comptroller of the ſtore-keepers of the navy accounts; and from thence promoted, in 1718, to be comptroller of the navy. This highly honourable office he continued to fill till the time of his death, which happened on the 17th of January 1722-3.

SYMONDS, John,—was appointed third lieutenant of the Elizabeth, of ſeventy guns, in 1692. We do not know what intervening commiſſions he held between this time and the 7th of December 1695*, when he was appointed captain of the Vulture fireſhip. He was very ſoon afterwards promoted to the command of a ſhip of the line, and continued to be employed in that ſtation during the enſuing peace. We do not find any other mention made of this gentleman, except that he died at Barbadoes on the 19th of January 1706, being at that time commander of the Jerſey.

THATCHER, Thomas,—in the year 1693, ſerved as firſt lieutenant of the Oxford, of fifty-four guns. We do not know any thing more of him till the 19th of October 1695, when he was promoted to the command of the Biddeford. He died in the Weſt Indies on the 20th of Auguſt 1697, in what particular ſhip does not appear.

TOLLET, Anthony.—This very brave, and, in ſome reſpects, unfortunate man, was, at the latter end of the year 1692, appointed firſt lieutenant of the Foreſight, of forty-two guns, a ſhip employed, during the enſuing year, on the Virginia ſtation, whither ſhe proceeded with a convoy. As this is the firſt information we have relative to this gentleman, ſo alſo have we not been able to learn any thing farther concerning him till we find him, on the 23d of March 1695, appointed captain of the Seahorſe, a ſmall frigate of twenty-four guns. He did not long remain in this veſſel, having, by his diligence and activity ſo far recommended himſelf to the notice of men

* Other accounts ſay this commiſſion bore date on the 7th of May preceding.

in power, that he was very ſoon promoted to the command of a ſhip of the line; but nevertheleſs does not appear to have had any opportunity of introducing himſelf more publicly into notice, by any of thoſe brilliant atchievements which are, in general, indiſpenſibly neceſſary to the acquiſition of popular favour. He continued to command a ſhip of the line nearly during the whole of the enſuing peace; and we believe him, among other ſervices, to have been employed, for a part of that time, on the Mediterranean ſtation, under Mr. Aylmer.

As he had no diſtinguiſhable command for many years after the acceſſion of queen Anne, but on the contrary appears to have been conſtantly employed on ſervices in which it was next to an impoſſibility for him to acquire renown, it is by no means ſurpriſing that we do not find any mention made of him by hiſtorians. His principal employment appears to have been, that of convoying the coaſting trade from port to port, or cruiſing in the Channel. The moſt conſequential ſervice in which we find him engaged, during this unintereſting period, was, in the month of September 1705, at which time he was captain of the Kingsfiſher, a ſmall fourth rate. He then acted as commodore of a ſmall * force, which was ordered to convoy the homeward-bound Eaſt India fleet; a duty he very diligently and ſucceſsfully fulfilled.

Sometime in the courſe of the following year he was moſt deſervedly promoted to the command of the Aſſurance, a third rate. He continued variouſly employed, and in no very memorable ſervice, till the month of March 1708-9. He was at that time commodore of a ſmall ſquadron, having under their convoy a fleet of merchant-ſhips, homeward-bound from Ireland, when he unfortunately fell in with that well-known French commander, Du Guai Trouin, who had under his command a force much ſuperior to that of the Engliſh. Captain Tollet's ſquadron, when he ſailed from Cork on the 25th of February, conſiſted of the Aſſurance of ſeventy guns, the Sunderland of ſixty, the Hampſhire and Angleſea of fifty guns each: he was afterwards joined by the Aſſiſtance, alſo of fifty guns,

* Conſiſting of the Kingsfiſher of forty-ſix guns, the Burlington of fifty, and the Dartmouth of forty.

from Kinſale, with the trade from that port bound to England: but the Sunderland and Angleſea having loſt company ſoon afterwards, he became much inferior to the French commodore, who had with him four ſhips of two decks, his own mounting ſeventy-ſix guns. Campbell has inſerted an account of this action, taken, as it is ſaid, from captain Tollet's own papers, but which is nothing more than a copy verbatim from the narrative of the action, given by Lediard in a note; and which itſelf is nothing but a modification of the Gazette, No. 4521, with the terms and language ſomewhat poliſhed and amended. The letter itſelf giving the original account is dated on board the Aſſurance, in the Hamoze, March the 3d, 1708-9, and is to the following effect: "On Sunday laſt, ſailing from Ireland, the Angleſea and Sunderland loſt company with us, and went away with ſome part of our fleet. Yeſterday morning, about five o'clock, we ſaw four ſail ſtanding after us, we ſteering away E. by N. the Lizard then bearing about N. N. E. diſtant, by eſtimation, about eight leagues. About ſeven they came within random ſhot and then brought to. We then made a ſignal for the Hampſhire and Aſſiſtance to draw into a line, and another for the merchant-ſhips to bear away, which they took no notice of.

"About eight they bore down to us, having made the ſignal for a line; and when they came within muſket-ſhot hoiſted French colours. The commodore, who was in a ſhip mounting ſeventy guns or upwards, came ranging along our larboard-ſide, and fell on board us, ſo that we engaged yard-arm and yard-arm for almoſt the ſpace of half an hour; during which he plied us ſo warmly with ſmall ſhot, that he cut off moſt of our marines and ſeamen quartered upon deck: he after that, put off and fell ſoon after on board again on our lee-ſide; firſt ranging on our bow, and then on our quarter. We fired upon him, with the utmoſt vigour, our upper-deck and part of our lower-deck guns, ſo that we obliged him to quit us once more, ſtanding away a-head of us towards the merchant-ſhips; then the three other ſhips, of forty and fifty guns each, came ranging along our ſide, firing ſeveral broadſides into us, and after that bore away as the former. The damage

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we received was very great, having our ſhip's ſide, in a great many places, ſhot through and through, our ſhrowds and back-ſtays cut to pieces, as alſo our main and falſe-ſtay, (now called the preventer-ſtay) which, if not timely ſeen, had occaſioned the loſs of our maſt; our fore-ſail and fore-top-ſail were torn to pieces, the beſt bower cut away by their ſhot, one of the flukes of the ſpare anchor ſhot off, and the ſmall bower by the enemy's boarding driven through our ſhip's bow. We endeavoured with what diſpatch we could, to fix our rigging, which took up ſome time, and bent a new fore-ſail, and fore-top-ſail; after that, we all bore down to ſecure what merchant-ſhips we could, expecting likewiſe to engage the enemy again, which they declined, ſtanding away to cut off part of our convoy, which might, if they had regarded our ſignal, have got in ſhore and been ſecure. Some we brought in here, and, when engaged, ſaw others bear away for Falmouth, ſo that we are not certain how many they took. The diſpute laſted about two hours, in the beginning of which our captain was wounded upon deck, whither he was carried in a chair, having, for almoſt four months, being ſo ill as to be unable to go out of his cabin.

"Our firſt lieutenant was ſhot in the leg, which he got dreſſed and returned to his charge on the deck: our ſecond was killed, as were alſo ſeveral of the French (refugee) officers, that we brought with us from Ireland, and ſome of them wounded. We are not certain how many of our own men were killed and wounded, not having been able to muſter the remainder; but believe our loſs has been very great, the action having been ſo ſevere, and the ſharpneſs of the whole having lain upon our ſhip, which makes us believe the Hampſhire and Aſſiſtance have not received any material damage.

"P. S. Captain Tudor, who commanded the Aſſiſtance, is dead of his wounds. This ſhip (the Aſſurance) had twenty-five men killed, and fifty-three wounded, ſome of them mortally. In the Hampſhire were two killed and eleven wounded; in the Aſſiſtance eight killed and twenty-one wounded. The French officers who were on board greatly diſtinguiſhed themſelves, and by

their gallantry contributed very much to the preſervation of the ſhip *."

Captain Tollet was, as appears by the foregoing account, wounded in the action, and is ſuppoſed by moſt people to have died in conſequence, very ſoon afterwards: this, however, we believe to be a miſtake; he certainly ſurvived and lived for ſome years, although he does not appear to have returned to the ſervice: and it is not improbable, that the injuries he received on this occaſion might ultimately cauſe his death, the preciſe time of which is unknown.

URRY, William.—We find nothing ſaid of this gentleman till he was, on the 5th of September 1695, appointed captain of the Swallow, of fifty guns. He does not, however, appear to have taken rank from this time, as captain of a fourth rate, his name being omitted in an official liſt of commanders of that claſs, made out at the concluſion of the peace. He was appointed to ſome ſhip, the name of which does not appear, and unfortunately acquitted himſelf ſo ill, that, according to the moſt favourable accounts, he was diſmiſſed the ſervice. Others treat this matter much more ſeriouſly, and inſiſt he was actually condemned to ſuffer death, but afterwards pardoned. The particulars of the offence itſelf are no where poſitively mentioned; ſome perſons affirming it was a mere neglect of duty only, otherwiſe a poſitive want of ſpirit.

WARD, John, (2d)—was, on the 27th of May 1695, appointed captain of the Lyme. No other mention is made of him till the year 1700, at which time he commanded the Canterbury galley, one of the ſmall ſquadron

* It appears that the French chef d'éſcadre had but little reaſon to boaſt of his advantage; he loſt a conſiderable number of his men, his ſhips were all of them very roughly handled and much damaged; and to counterbalance theſe loſſes, he took but five prizes, three of which only got into port, the remainder being wrecked on the coaſt of England. Monſieur Du Guai himſelf, and the French journaliſts, behaved on this occaſion with an unuſual candour which rarely marked their conduct, particularly at this time. They commended, in the higheſt terms, the bravery of the Engliſh, and were not aſhamed to confeſs their own loſs. They even acknowledged that their ſhips were moſt roughly treated, inſomuch, that had the force of their opponents been ever ſo little ſtronger, it would have been extremely difficult for them to have eſcaped.

at that time ſtationed in the Streights under commodore Munden. The moſt, and indeed only remarkable circumſtance we have been able to meet with, relative to this gentleman's naval life is, that in the year above-mentioned, he brought to England an envoy extraordinary from the Tripoline ſtates, with a preſent of Barbary horſes for king William. No mention is afterwards made of him in the ſervice, nor do we believe him to have held any other commiſſion. He retired altogether from active life in the year 1705, with a penſion of 91l. 5s. a year, being equivalent to the half pay of that day given to the commander of a ſixth rate. He died on the 19th of January 1717.

WARELL, or WORRELL, John,—was appointed commander of the Adventure on the 9th of April 1695; but, according to another account, which we believe to be authentic, did not take rank as a captain in the navy till the 23d of December following, when he was appointed to the Chatham. He was retained in commiſſion we believe during the whole of the enſuing peace, being appointed, in 1697, to command the Sorlings, of thirty-two guns, and ſent to Newfoundland in the following year. He ſailed from thence as convoy to the ſhips bound for the Mediterranean, and conducted them with much attention to Leghorn, where he arrived in ſafety towards the latter end of November. He continued in the Mediterranean for a conſiderable time, but we have not been able to learn any thing farther of him during the remainder of king William's reign.

Nor were the ſervices in which he was employed, after the acceſſion of queen Anne, in any degree more memorable; for although we have reaſon to believe he was conſtantly in commiſſion, we find no other mention made of him, except that he died in the Weſt Indies on the 16th of December 1706, being at that time commander of the Crown.

WELBY, Joſeph,—was, on the 26th of February 1695, appointed captain of the Lizard, a ſixth rate. He was immediately ordered out as a cruiſer in the Iriſh ſea, where, by his diligence and activity, he met with great ſucceſs againſt the enemy's privateers. He was for a very ſhort time, in the month of May following, removed into

the Jolly Prize, a ſmall frigate taken not long before from the French; but reſumed his former command before the end of June *. He was ſent to the Mediterranean early in the following year, and was unhappily loſt, off Toulon, on the 31ſt of May 1696, his whole crew periſhing with him.

WHITAKER, Samuel,—is ſuppoſed to be the brother of the well-known ſir Edward Whitaker. He entered very early in life into the navy; but we have no information of his having received any commiſſion till the latter end of the year 1692, when he was appointed ſecond lieutenant of the Eſſex. On the 15th of June 1695, he was promoted to the command of the Lark. This ſhip was, during the remainder of the year, attached to the ſquadron, commanded by ſir Cloudeſley Shovel, in the Channel; and, in 1696, employed in the ſame ſtation as an attendant on the main fleet, under the command of the lord Berkeley of Stratton. Soon after this time he was promoted to a ſmall ſhip of the line, which he continued to command during nearly the whole of the enſuing peace. Not long after the acceſſion of queen Anne he was made captain of the Nottingham, of ſixty guns. In this ſhip he accompanied ſir George Rooke to the Mediterranean in

* The following little enterprize appears deſerving of particular commemoration.

" Extract of a letter, dated Pembroke, June the 30th, 1695.

" On the 23d inſtant we had an account from Tenby, that a privateer ſloop had chaced a veſſel on ſhore near the Town, and had taken another. Notice of this being ſent to captain Welby, commander of his majeſty's ſhip the Lizard, then in our harbour, he ſailed immediately, without ſtaying for the proviſions he came hither to take on board, and went in purſuit of the privateer. About four in the afternoon he retook the prize, which was a veſſel of about forty tons burthen, bound to Wexford. Being afterwards informed that the ſame privateer had that afternoon chaſed another ſmall veſſel over the bar of Berry, he followed him thither; but not thinking it ſafe to go in with the king's ſhip, he got a ſmall veſſel from Tenby, and putting on board her four of his guns, and forty men, went himſelf to take the privateer, leaving the charge of the Lizard to his lieutenant. On the 25th he got over Berry bar, ſhewing but ſix men on the deck till he came to an anchor along-ſide the privateer; who, after firing ten or twelve guns, yielded (without a man being hurt on either ſide) together with a ſmall veſſel, her prize."

the

the year 1704. In this expedition he bore a very diſtinguiſhed ſhare, having ſhewn the greateſt gallantry both in the aſſault of Gibraltar, and the battle off Malaga which took place ſoon after. The ſervices on which he was, after this time, employed, were not conſequential enough to entitle them to any particular relation, even were we more accurately acquainted with their nature than we really are. His merit was, however, conſpicuous enough, even in that quiet ſphere of duty in which he moved, to attract the notice and attention of ſir Cloudeſley Shovel, who did him the honour, in the year 1706, to procure his appointment to be captain of the Aſſociation, of ninety guns; on board which ſhip he (the admiral) hoiſted his flag as commander-in-chief of the expedition to the Mediterranean, principally deſtined againſt Toulon. This moſt honourable patronage was, however, in this preſent inſtance, an unfortunate one, captain Whitaker having experienced the ſame unhappy fate which befel his admiral, upon the Scilly rocks, on the 23d of October 1707.

WORTHINGTON, Samuel, — was, on the 28th of September 1695, appointed commander of the Virgin's Prize. His naval life was unhappily but of ſhort duration, as he was drowned, at Harwich, on the 16th of October 1697, being at that time commander of the Poole.

1696.

ARRIS, Robert.—The firſt intelligence we meet with relative to this gentleman is, that he was appointed, at the latter end of the year 1692, to be firſt lieutenant of the St. Andrew, a ſecond rate. He continued to ſerve with much reputation, and principally, we believe, on board the ſame ſhip, till the 28th of April 1696, when he was promoted to the command of the Mermaid. We believe him not to have quitted this ſhip till the concluſion of the war; after which he moſt probably continued unemployed till the re-commencement of hoſtilities with France, after the acceſſion of queen Anne.

He was, not long after that event took place, appointed to command the Pembroke, of ſixty guns; and, in 1703, accompanied ſir Cloudeſley Shovel to the Mediterranean. He was diſpatched by that admiral, together with the Tartar, commanded by captain Cooper, with a ſupply of arms, ammunition, and money, to the relief of the Cevenois, and to concert meaſures with their chiefs for their farther ſupport at a future time. Theſe ſhips quitted the fleet at Altea, and ſtood in to the gulph of Narbonne, having on board two French pilots, who were ſuppoſed to be extremely well acquainted with the coaſt, and three French refugee gentlemen, who went on board the fleet purpoſely to facilitate the communication between the inſurgents and the allied fleet.

As the diſappointment which took place in this expedition was highly grievous to the nation, we cannot, perhaps, do a greater juſtice to the character of captain Arris, than by giving a ſuccinct account of the whole tranſaction, from which it will very evidently appear the failure was by no means owing to captain Arris, or to the commander-in-chief himſelf, but to a train of miſmanagement and delays at home, added to a treaſonable intelligence, through which the enemy had perfect knowledge of the whole intended plan of operations.

On the 4th of September, the Tartar and Pembroke, who had parted from the fleet a few days before, took a Tartan, near Ivica, of about eighty tons burthen, laden with corn and other commodities. The maſter, who was by birth a Frenchman, and a native of Agde, a town ſituated near the gulph of Narbonne, being brought on board the Pembroke, frankly told captain Arris, and his French paſſengers, that he was perfectly well acquainted with the nature of their expedition; and that when he was laſt at Agde; which was not long before that time, the marſhal de Montreval, with ſeveral engineers, came to ſurvey that coaſt; but not being able, on the ſpur of the occaſion, to raiſe ſuch fortifications as were deemed neceſſary for its defence, that general had ordered all perſons, capable of bearing arms, to repair to certain rendezvous, which he aſſigned them, as ſoon as any alarm-guns ſhould be fired from fort Breſcou.

The

The maſter farther added, that all Lower Languedoc was in the greateſt conſternation, from an apprehenſion that the allied fleet would land a body of troops in that country and relieve the Camiſards. This account exceedingly ſurpriſed both the Engliſh commanders and the French meſſengers; they both began to doubt much the ſucceſs of an expedition, of which it now appeared the French had long had notice, and had taken ſufficient care to ſecure themſelves from the conſequences of an attack. On the 11th of September the Pembroke and Tartar had the good fortune to capture three French Tartanes, and on the 15th of the ſame month entered the gulph of Narbonne.

The pilots which had been provided for them proved ſo intolerably unſkilful and ignorant, that the Engliſh captains were obliged to commit, in a great degree, the charge of the ſhips to their priſoners, particularly Trophy, the maſter, whom they had firſt taken: induced on the one ſide by promiſes, and on the other by threats, they proved very faithful to their truſt, and were ſingularly uſeful. On the 17th they paſſed Narbonne, Vias, and Beziers; but as ſoon as the ſhips came in ſight of Agde, four guns were fired from fort Breſcou to alarm the inhabitants, who immediately aſſembled, well armed and in very formidable numbers. When they arrived off the port of Cette, two French gallies made towards the Engliſh ſhips, upon which captain Arris immediately ſtood off from the ſhore, hoping to draw the enemy after him; but the French perceiving this feint, took to their oars and immediately made the beſt of their way back to the port. On the ſame day captain Arris held a council, at which captain Cooper, the three French gentlemen, and the pilots aſſiſted, when the following reſolution was agreed on:

"September 17, 1703, at nine in the morning, at a conſultation held on board her majeſty's ſhip the Tartar, in the gulph of Narbonne, off Agde, it is reſolved, that, as the wind is now W. S. W. it is beſt for the ſhips to anchor between Port Cette and Pequai, and if we believe ourſelves not near enough to make ſignals from our ſhips, to ſend our boats as near as poſſible we can, to make them for us, in order to give our friends notice of our arrival.

This

This reſult is agreed on by the perſons who have hereunto ſet our names,

Charles Portales, B. Arris,
Paul la Billiere, J. Cooper."
S. Tempiè,
Samuel Paquiè,
Elias Teſſier,

The wind ſhifting ſoon afterwards to the ſouth-weſt, and falling almoſt to a calm, the Engliſh ſhips were unable to reach their place of deſtination that night; the Tartar, therefore, was ordered to make ſail and ſtand as cloſe in towards the ſhore as poſſible; which that ſhip accordingly did, and the next day came to, in ten fathom water, as did the Pembroke in thirteen, being at that time about two miles diſtant from the land: they there made the neceſſary ſignals, as they were directed by their ſecret inſtructions in the hand-writing of lord Nottingham. The French emiſſaries finding the ſignals were not anſwered, propoſed to captain Arris, that they would themſelves go cloſe to the ſhore to procure intelligence, if poſſible, provided he would furniſh them with a boat, well-manned and armed for that purpoſe. This ſpirited offer being eagerly accepted, the boat was ordered to be ready by break of day; and the Tartar was alſo intended to be ſent in, for their better protection, as cloſe to the ſhore as her draught of water would permit. When the appointed time arrived it unluckily fell dead calm; and the two gallies, already mentioned, having got out of the mold, and laying on their oars ready to intercept any boat that ſhould attempt to approach the land, it was not thought adviſeable to proſecute the enterprize; and a ſecond council, which was immediately convened on board the Pembroke, came to the following reſolution:

" Dated on board the Pembroke, September the 18th, at twelve o'clock, diſtant 4 leagues N. W. from Cette.

" In purſuance of the reſolution of the council held yeſterday, in the morning, on board the Tartar, in which it was decided to anchor between Port Cette and Pequai, the neceſſary meaſures were taken to carry the ſame into execution; but the wind ſhifting from the weſt north-weſt, to the ſouth-weſt, and falling almoſt calm, the pilots did not think it adviſeable to anchor, as they could not

not get the ſhips near enough to the ſhore. At ſix in the evening a freſh breeze at weſt having ſprung up, the Tartar was ordered to ſtretch a-head, as was immediately done, that ſhip having ſtood into ten fathom water, the land by judgment about two miles diſtant. The ſignals were then made as directed in captain Arris's order, who himſelf repeated the ſame in a ſhort time after. No anſwer, however, was made from the ſhore; upon which the ſhips ſtood off all night with little wind, blowing unſteadily from every different quarter in the compaſs, as witneſs our hands." Signed as the laſt.

"At a conſultation held on board her majeſty's ſhip Pembroke, this 18th day of September, it was the opinion of the pilots not to venture in ſhore again for fear of the many alterations of the wind, which now take place, added to the fear of that tempeſtuous weather uſual at this time of the year. This opinion being confirmed by the teſtimony of the French priſoners, the captains, Arris and Cooper, having adviſed with the aforeſaid French gentlemen, in relation to the aforeſaid pilots opinion, have thought it neceſſary to make the beſt of their way to the general rendezvous, ſince nothing more could be attempted. Witneſs our hands." See page 122.

In conſequence of the foregoing reſolution, the Pembroke and Tartar ſailed for Leghorn, where they arrived on the 23d of September, after having encountered a violent ſtorm while working out of the gulph of Lyons. As ſoon as the Pembroke and Tartar joined the fleet, captain Arris made a report of the expedition to the admiral. Mr. Portales, and Mr. La Belliere alſo, who had been eye-witneſſes of the captain's good conduct and zeal in that ſervice, having afterwards waited on ſir Cloudeſley, he told them "he was very well ſatisfied with what they had done ſince they had made that gulph, which was before looked upon as unapproachable, acceſſible and eaſy for all undertakings. And though (added the admiral) you have not ſucceeded in the deſign of giving relief to our friends, the Cevenois, yet they will ſee we have been as good as our word. I am alſo the more glad of your diſcovery, becauſe it will be eaſier in future to relieve them that way, if we ſend a ſquadron early into the gulph." Such was the end of an expedition, of which

which the moſt ſanguine hopes and expectations had been formed in England; but we certainly have ſeen that no part of its failure can be imputed to captain Arris.

He was ſoon after his return to the fleet, ſent by the admiral, with commodore Swanton, to Tripoli and Tunis. From thence they afterwards proceeded to Scanderoon, according to their inſtructions, and joined captain Jumper, with whom they returned to England in the month of December. Captain Arris appears to have been after this time, except during the year 1704, principally employed on the Mediterranean ſtation, where the ſame poverty of events, which deprived ſo many of his brave cotemporaries of any opportunity of diſtinguiſhing themſelves, extended the ſame baneful influence to ſpirited and eager gallantry in his caſe alſo. We hear nothing of him after this time till the year 1711, when he commanded the Devonſhire of eighty guns, one of the ſhips ſent out under ſir Hovenden Walker, on his unfortunate expedition againſt Canada. When the fleet was about to enter the river St. Lawrence, captain Arris removed into the Windſor, which was only a ſixty gun ſhip; and the following reaſon is given by ſir Hovenden for this meaſure, which might otherwiſe appear extraordinary.

"It being the opinion of every body that the Humber and Devonſhire were too big to venture up the river as far as Quebec, people generally repreſenting the navigation of that river as very dangerous, I therefore ordered them home, and have hoiſted my flag in the Edgar; and the general going on board the Windſor, captain Arris went to command her."

Nothing could certainly have been a greater compliment to captain Arris than ſuch a removal, when the cauſe of it is properly conſidered. He returned to England with ſir Hovenden in the month of September; and it is not at all neceſſary to enter more into the account of that expedition, of which a full detail has already been given in the life of that admiral*. We do not believe this gentleman ever went to ſea after his return to England; and in 1714 he appears to have entirely quitted the line of active ſervice, being, on the 20th of December in

* Vol. II. p. 459, et ſeq.

that

that year, appointed a commiſſioner of the victualling office. This ſtation he continued to hold till the time of his death, which happened on the 7th of January 1719.

BROWN, Richard,—was, in the beginning of the year 1693, appointed ſecond lieutenant of the Centurion, a fourth rate, at that time employed as a cruiſer off the coaſt of Scotland. We hear nothing of him after this time till the fourth of May 1696, when he was promoted to the command of the Hawke fireſhip. No other notice whatever is taken of him during the reign of king William; nor indeed do we find him, after the acceſſion of queen Anne, commanding any very conſequential ſhip, or employed in a ſervice memorable enough to be particularly recorded. He died on the 12th of Nov. 1706, being at that time commander of the Hazard, a ſhip of war mounting fifty-two guns, taken a few years before from the French by captain, afterwards ſir John Norris.

CAVE, Clempſon,—was, in the year 1692, appointed firſt lieutenant of the Tyger Prize, a fourth rate. After having ſerved in the ſame ſtation on board one or two other ſhips of the line, he was, on the 3d of Oct. 1696, appointed captain of the Eſſex Prize. We do not find any other notice taken of him during the reign of king William, nor did he in that period ever obtain the command of any ſhip larger than a frigate. No mention whatever is, indeed, ever made of him after his firſt appointment to the rank of captain in the navy, not even to communicate to us the time of his death.

COOPER, John.—We know nothing of this gentleman till he was, on the 29th of January 1696*, appointed captain of the Penſance. His riſe in the ſervice itſelf was remarkably ſlow, and the nature of his appointments perfectly unintereſting, for we do not find the ſmalleſt mention ever made of him till the year 1711; at which time he commanded the Swiftſure, one of the ſquadron ſent out, under ſir Hovenden Walker, on the unfortunate expedition againſt Canada. Before the ſquadron entered the river St. Lawrence, it was held neceſſary to ſend

* We believe him in the preceding year to have commanded the Martin Ketch; he had not, however, while in this ſtation, the rank of a captain in the navy.

home

home the Humber and Devonſhire, two ſhips of eighty guns, which were thought too large to encounter the difficulties of ſo dangerous and intricate a navigation. On this occaſion he removed from the Swiftſure into the Devonſhire. Hoſtilities being ſuſpended not long after this time, by the peace concluded at Utrecht, we hear nothing farther relative to captain Cooper till the year 1720, at which time he commanded the Suffolk, of ſeventy guns, one of the fleet then under orders for the Baltic. The leading particulars * of the expedition, as well as thoſe political reaſons which induced the equipment of this force, have been already given in the life of ſir J. Norris †. We do not find captain Cooper to have ever gone again to ſea after his return to England, where he died on the 11th of September 1728.

CRANBY, John, — was, in 1692, appointed third lieutenant of the Norfolk. After continuing ſome years in the ſame rank, and being promoted to be firſt lieutenant of one of the flag-ſhips in the year 1695, he was advanced, on the 25th of September 1696, to be commander of the Humber fireſhip. Early in the following year he was made captain of the Dunwich, and ſent, under the command of commodore Norris, to Newfoundland. He was, while on that ſtation, one of the naval officers who, jointly with thoſe of the army, compoſed the council of war, in which it was decided againſt putting to ſea and ſeeking to attack the French. Captain Cranby, however, appears to have been of a very different opinion, having voted againſt that reſolution, and ſeeming to have acted then, as well as on every other occaſion, with the moſt becoming ſpirit.

He was ſent home by the commodore in a few days afterwards ‡, with the account of his ſituation, and early in

* Which were perfectly of a pacific nature.

† Vol. II. p. 354.

‡ Extract of a letter from Falmouth, dated Auguſt 18, 1697.

"Yeſterday arrived here the Dunwich, captain Cranby commander, in fifteen days from St. John's, Newfoundland, where he left the ſquadron under the command of captain Norris, and the land-forces commanded by captain Gibſon, who have re-fortified that place. The whole

in the next year was advanced to be captain of the Poole, of forty guns, one of the ſhips retained in commiſſion notwithſtanding the peace at Ryſwic. In the beginning of the enſuing ſummer he was ordered for the Mediterranean, together with other ſhips, for the purpoſe of overawing and reſtraining the depredations of the Salletines, and other piratical ſtates of Barbary. On his paſſage thither he fell in with a part of the Spaniſh flota, homeward-bound from the Weſt Indies. It had juſt before encountered a dreadful ſtorm, in which one of the principal ſhips had foundered with an immenſe treaſure on board, and the reſt had been much ſeparated and reduced to the greateſt diſtreſs. Captain Cranby exerted himſelf in the higheſt degree to relieve their wants, in as great an extent as prudence and attention to the preſervation of his own people would poſſibly permit him; and to his timely ſuccour the remainder of this valuable fleet was principally indebted for its ſafe arrival at Cadiz not long afterwards.

Captain Cranby himſelf had the misfortune to be overtaken a few days after by a violent gale of wind, which he was fortunate enough to weather, though not without ſo much damage to his maſts and rigging, that he was obliged to put into Cadiz to refit, and was fortunate enough to reach that port on the 4th of June. Having re-equipped his ſhip, he ſailed for the coaſt of Barbary towards the latter end of the ſame month; but does not appear to have met with any occurrence worthy of being commemorated during the time he continued on that ſtation. He remained there in the ſame, we cannot ſay inactive, but little memorable ſervice, both this and the following year. We hear nothing of him after his arrival in England, whither he returned in the year 1700, except that, when the fleet was on its return from the

whole country from Cape Boniface to Cape de Raze is in poſſeſſion of the Engliſh, who have had a very good ſeaſon for fiſhing. When the Dunwich left St. John's, it was aſſerted that the marquis De Nefmond, with fifteen ſail, were cruiſing off Cape de Raze, and it was thought he intended to join the ſieur De Pointis, who came ſome days before into Conception bay, from the Weſt Indies, and was afterwards met forty leagues from ſhore, ſuppoſed to be bending his courſe towards France."——*See the life of ſir John Norris, Vol. II. p.* 343.

expedition

expedition againſt Cadiz, in the year 1702, he was promoted to the command of the Boyne, of eighty guns *, as ſucceſſor to lord Archibald Hamilton, who was removed into the Eagle; this was an honour he unfortunately did not long ſurvive, dying on the 19th of December in the ſame year.

DRAKE, John,—During the years 1692 and 1693, ſerved as firſt lieutenant of the Mary, of ſixty-two guns. He was, in 1694, promoted to the ſame ſtation on board a ſecond rate; and was, on the 15th of January 1696, appointed captain of the Seahorſe. In the following year he, as well as the gentleman of whom we laſt gave an account, accompanied commodore, afterwards ſir John Norris, to Newfoundland: but during the time he was thus employed, we do not find any thing in his conduct more worthy of remark, than that, at the council, to which we have alluded in our account of the laſt-mentioned gentleman, he was totally of a different opinion from him, voting that the fleet ſhould wait the enemy's attack, inſtead of ſpiritedly ſeeking them at ſea, as the commodore himſelf wiſhed. Captain Drake did not long ſurvive this event, dying on the 22d of November 1697.

DYER, Nicholas,—was, in the year 1693, appointed lieutenant of the Sapphire, a fifth rate, one of a ſmall ſquadron ſtationed, during that year, to follow the orders of the lord lieutenant of Ireland. On the 10th of December 1696, he was promoted to the command of the Dolphin; and being in a ſhort time after advanced to be captain of the Lincoln, died in that veſſel at ſea on the 4th of June 1697.

FISHER, Thomas, — is known only as having been appointed commander of the Truelove bomb-ketch in the year 1695. He was promoted to be captain of the Mermaid frigate on the 11th of April 1696, and died in the Weſt Indies on the 7th of March in the following year.

HOPSON, Edward,—ſuppoſed to have been the brother of vice-admiral ſir Thomas Hopſon, of whom ſome account has been already given †. The firſt information we have concerning him is, that in the year 1693, he

* And ſent to the Weſt Indies under commodore Walker.

† Vol. II. p. 50.

ſerved

ſerved under that admiral as firſt lieutenant of the Bredah, of ſixty-two guns, during the time he accompanied ſir George Rooke in convoying the outward-bound Smyrna fleet. It is not improbable he continued with his gallant relation till he was promoted to the rank of captain, but of this we have no proof to be poſitively relied on. On the 24th of July 1696, we find him promoted to the command of the Thunderbolt, a ſmall frigate, employed during that and the following year, as a cruiſer in the Iriſh ſea. No other mention is made of him during the reign of king William. On the acceſſion of queen Anne, and the re-commencement of war with France, he was appointed to command the Mary, a fourth rate, under rear-admiral Beaumont, who had hoiſted his flag on board that ſhip as commander of the ſquadron fitted out to block up the port of Dunkirk.

The melancholy fate of that worthy admiral, as well as of his ſhip, has been already related*: but captain Hopſon was not perſonally involved in that great and national misfortune, farther than the grief he muſt naturally have felt at the untimely loſs of ſo many brave men, a loſs ſtill encreaſed by that of his commander alſo, a man whom he, with the greateſt juſtice, both reſpected and revered. Captain Hopſon, together with the purſer, were both, happily for them, on ſhore at the commencement of that tremendous hurricance, well known by the pre-eminent name of the Great Storm. And thus it was they eſcaped experiencing its dreadful effects, which proved fatal to all the perſons who were on board the ſhip, one man only excepted, who was, almoſt miraculouſly, preſerved.

During the remainder of the war captain Hopſon appears to have been principally, if not wholly, ſtationed in the Mediterranean. It is moſt probable, that after the late dreadful misfortune, a new ſhip, called the Mary, was immediately built, and the command given to him, as a particular compliment, for, in the year 1706, we find him captain of a ſhip of that name on the laſt-mentioned ſtation, and in which he continued during the remainder of the war. The inactive, ſluggiſh, and totally defenſive conduct, on the part of the enemy, which they uni-

* Vol. II. p. 219.

formly adopted in that quarter of the world, prevented captain Hopſon, in common with the reſt of his brave cotemporaries, from effecting any ſervice ſufficiently memorable to deſerve particular recital. This circumſtance, added to the peace, which was concluded at Utrecht in the beginning of the year 1713, prevents our ſaying any thing farther relative to him till the year 1715, when we find him captain of the Burford, of ſeventy guns, one of the fleet put under the command of ſir John Norris, for the Baltic. We meet with no information concerning him after this time, till the year 1719, when he was, on the 8th of May, very deſervedly promoted to be rear-admiral of the blue. He hoiſted his flag on board the Dorſetſhire in a few days afterwards, being appointed ſecond in command of the fleet then under orders, like that in which he laſt ſerved, for the Baltic. No mention is made of admiral Hopſon in any account given of this very unintereſting expedition, nor is it even poſitively known whether he accompanied ſir John Norris thither.

In the following year, however, ſtill having his flag on board the Dorſetſhire, he was again ordered for the Baltic under the ſame commander-in-chief: but the force deſtined for that ſervice being much more formidable than it had been in the preceding ſeaſon, an additional flag-officer (R. A. Hozier) was appointed to a command in it, who being ſenior to Mr. Hopſon, he conſequently became third in command. This fleet conſiſted of twenty ſhips of the line, and a proportionate number of frigates and ſmall veſſels: but the events of this expedition were not, in any degree, more intereſting than thoſe of the laſt had been. In 1721 he ſailed, for the third time, to the Baltic, in the ſame ſtation, and under the ſame commanders; with whom he alſo experienced a naval campaign as dull and unintereſting as the former.

On the 16th of February 1722, Mr. Hopſon was promoted to be rear-admiral of the red; but we do not believe him to have been again employed till the year 1726, when he was appointed to command a ſmall ſquadron, conſiſting only of four or five ſhips, ordered for Gibraltar in order to fruſtrate any ſudden attempt that might be made by the Spaniards on that important place. On his paſſage thither he was overtaken by a violent gale, which ſhattered

ſhattered ſome of his ſhips in ſo great a degree, that he was obliged to put into Liſbon to refit. He ſailed after this was effected for the Streights, where he joined, and put himſelf under the orders of ſir John Jennings, who had been ſent out a ſhort time before with a ſquadron of nine ſhips of the line; and the appearance of ſo formidable a force, ready for the inſtant commencement of hoſtilities, had at leaſt the good effect of inducing the Spaniards to wiſh avoiding them.

On the return of ſir John Jennings to England, Mr. Hopſon was left behind commander-in-chief on that ſtation; and on the 19th of April 1727, was advanced to be vice-admiral of the blue. The conduct of the Spaniards becoming, towards the end of this year, wonderfully equivocal, and bearing every appearance of menacing, if not actually intending hoſtilities, ſir Charles Wager was ordered for Gibraltar with a ſquadron of ſix ſhips of the line, where he was to take Mr. Hopſon *, and his ſhips under his command. A variety of events, although not of a very intereſting nature, took place, as we have already related in the life of ſir Charles Wager. The difference was at laſt put into a proper train of negociation; but this was occaſionally interrupted, by new and unforeſeen objections almoſt daily ſtarted on the part of the Spaniards. To guard againſt any accident that might happen in caſe of a renewal of hoſtilities, it was deemed prudent to order Mr. Hopſon to ſail for the Weſt Indies, a ſtation which the death of ſir Francis Hoſier, in the month of Auguſt preceding, had left without an admiral. In purſuance of theſe inſtructions Mr. Hopſon, having his flag on board the Lion, ſailed from Gibraltar bay on the 17th of December, and arrived ſafe at Jamaica on the 29th of January. During his paſſage out, that is to ſay on the 13th of the laſt-mentioned month, a promotion of flag officers was declared at home, and Mr. Hopſon was advanced to be vice-admiral of the white.

* He is at this time ſaid, by Campbell, Lediard, and other hiſtorians, to have been a rear-admiral only; but in this they are miſtaken, his promotion having taken place according to the date we have given above.

The ſquadron he found in the Weſt Indies having been put, by the aſſiduity of Mr. St. Loe, the ſenior captain on that ſtation, in the beſt condition for ſervice, circumſtances in that part of the world would admit, the vice-admiral having ſhifted his flag on board the Leopard, ſailed, on the 4th of February, to cruiſe off the coaſt of New Spain. The Spaniards being perfectly upon their guard, and keeping their galleons and other valuable ſhips in port; the Engliſh government on the other hand having iſſued no order for the actual commencement of hoſtilities, the only memorable circumſtance we have to relate, as having taken place, is, the continuance of that dreadful mortality of which we ſhall have farther occaſion to ſpeak of in our account of ſir F. Hoſier, and on which we have only to remark, in this place, that, to the eternal diſgrace of an impotent, baſe, and cowardly adminiſtration, the lives of four thouſand of our beſt ſeamen, of fifty lieutenants, eight or ten captains, and two admirals, were moſt miſerably and diſgracefully ſacrificed. This number was far greater than might have been expected to have fallen glorioufly by the ſword of the enemy in the moſt bloody conteſt, and whoſe fate would then only have excited the compaſſion, inſtead of rouſing the indignation of that generous nation which they were were ſent to defend with their ſwords, not overwhelm with ſorrow and mourning, for the bloodleſs and ignoble loſs of ſuch a multitude of brave men. The admiral himſelf ſcarcely ſurvived his arrival three months: in the beginning of May he contracted a fever, the univerſal as well as fatal diſorder of the climate; to the violence of which, the ſtrength of his conſtitution yielded after a ſhort illneſs of five days.

He died on board the Leopard, off the Grand Bru, on the coaſt of New Spain, on the 8th of May 1728.

HOSIER, Sir Francis.—This gentleman was appointed fourth lieutenant of the Neptune, a ſecond rate, in the year 1692. After a progreſſive promotion through the different ſtations in that rank, till he became, at laſt, firſt lieutenant of a flag-ſhip, we believe the London, we find him, in 1695, commanding a ſmall veſſel, called the Portſmouth Prize; but he had not the permanent rank of captain till the year 1696; when he was, on the 27th of January, appointed to the Winchelſea, a new frigate of thirty

thirty-two guns. The war being near a conclusion at this time, he had no opportunity either of diſtinguiſhing himſelf, or even of obtaining any more conſequential command during the reign of king William. His advancement in the navy was remarkably ſlow, ſo that many years elapſed before he attained the command even of a ſhip of the line. His ſervices being thus confined to the narrow limits of a cruiſing frigate, or a veſſel of the ſame rank, occaſionally employed in either convoying from port to port, or on ſhort foreign voyages, the fleets of merchant-veſſels of the ſecond or inferior claſs, it cannot be expected we ſhould have much more to record during ſo unintereſting a period, even of the moſt exalted characters, than the cold and feeble praiſe of diligence and attention.

In 1705 he commanded the Burlington, of fifty guns; and appears, during both this and the following year, to have been principally employed in the conſequential ſervice of convoying the Eaſt India fleet from St. Helena to Europe. In the firſt of thoſe years he was under the command of captain Tollet, in the Kingsfiſher; in the latter the chief command of the convoy, which conſiſted, indeed, only of his own ſhip and the Dartmouth, captain Cock, was veſted in himſelf. Towards the latter end of the year 1706, he was removed into the Saliſbury, a ſhip of the ſame rate and force as the Burlington. No notice is taken of the particular ſervice in which this ſhip was employed during the enſuing ſummer; but it is moſt probable it was either in the ſame line, that he had before commanded was, or as a cruiſing ſhip. At the latter end of October he had the melancholy honour of being diſpatched from England, for the Scilly iſlands, to receive on board the body of the brave and unfortunate ſir C. Shovel, which had been taken up there. After this time we are again ignorant as to the ſtations or ſervices he was employed, till the year 1710, when we find him ſtill commanding the Saliſbury, and ordered to cruiſe off Cape Clear, in company with the St. Alban's, a ſhip of the ſame force. This was in the month of March. They had the good fortune to meet with a French ſhip, mounting ſixty guns, which they captured and carried ſafe into

Dublin bay, after a very ſharp action, in which the Saliſbury had the greateſt ſhare.

This veſſel, of whoſe capture no notice is taken by any hiſtorian, far as we have been able to diſcover, was taken into the ſervice and called the Saliſbury Prize. Soon as this ſhip, as well as her captors, were refitted, they were ſent to the Weſt Indies as a reinforcement to commodore Littleton. Not long after Mr. Hoſier's arrival in that part of the world, he had a ſecond opportunity of diſtinguiſhing himſelf, which he did no leſs memorably than on the former occaſion. This circumſtance has been, indeed, ſhortly related in the account of Mr. Littleton; but as Mr. Hozier was, perhaps, more materially concerned in it than even his commanding officer, it certainly will be by no means improper, to give a more enlarged detail of this tranſaction here.

The Saliſbury, and Saliſbury's Prize, commanded by captain Robert Harland, were, in the month of July 1711, with other ſhips of war, cruiſing, under the command of commodore Littleton, in expectation of falling in with monſieur Du Caſſe's ſquadron, which had the Spaniſh galleons under its convoy: on the 27th, at day break, they had ſight of four large ſhips, to which they gave chace, but, owing to a light wind, it was near ſix o'clock in the evening before the Saliſbury's Prize, which was the headmoſt of the Engliſh ſhips, could get up with the ſternmoſt of the enemy. This ſhip afterwards proved to be the vice-admiral of the Spaniſh galleons, mounting ſixty braſs guns. In a very ſhort time after captain Harland began to engage, the Saliſbury came in to his aſſiſtance; and by their united and ſpirited efforts, the enemy was ſo completely ſubdued, that he ſurrendered as ſoon as the commodore himſelf drew near, and before he had fired a ſingle ſhot.

Mr. Burchet mentions a ſecond prize taken at the ſame time by theſe ſhips, and attributes the capture of the Spaniſh commodore principally to commodore Littleton; but this is generally diſbelieved, and totally unnoticed by all other hiſtorians. We do not find any mention made of captain Hozier after this time, till the year 1719, when he was appointed ſecond captain of the Dorſetſhire, the ſhip on board which the earl of Berkeley hoiſted his flag with a ſpecial commiſſion, under which he poſſeſſed an authority

authority little inferior to that of a lord high admiral, he having under him vice-admiral Littleton, as captain of the fleet, and Mr. Hozier as ſecond, or firſt captain of the ſhip, with the rank of rear-admiral for the time being.

On the 8th of May following he was promoted to be rear-admiral of the white, and in the enſuing ſpring hoiſted his flag on board the Prince Frederic, of ſeventy guns, being appointed ſecond in command of the fleet ſent, under ſir John Norris, to the Baltic. He again ſerved in the ſame ſtation during the year 1721; but it is needleſs to ſay any thing of the few occurrences which took place during the expedition, as, although of a very unintereſting nature, they have been already related in the account of the commander-in-chief. On his return from this ſervice, if it could be ſaid to deſerve that name, he was immediately appointed ſecond in command of a ſquadron ordered to be equipped for a ſecret expedition, under ſir Charles Wager. The immediate object of it appears to have been the chaſtiſement of the Portugueſe, who had behaved with much inſolence, and even condemned two Engliſh gentlemen to ſuffer death, by an abſolute and almoſt totally forgotten law, under pretence of their having been concerned in an illicit exportation of gold coin.

The impending terrors of war had ſufficient influence over the Portugueſe councils, to awe that impotent nation into complete ſubmiſſion, ſo that the ſquadron was diſmantled without ever putting to ſea, and conſequently without affording us any other circumſtance relative to Mr. Hozier, than that he was promoted to be vice-admiral of the blue on the 16th of February 1722-3, and accordingly hoiſted his flag at the fore-top-maſt-head of the Bredah. The fleet being diſmantled and laid up immediately afterwards, Mr. Hozier did not again appear as holding any naval employment till the year 1726. The reſtleſs temper of the Spaniards, and their intrigues with the court of Peterſburgh, rendering it very apparent that the want of an opportunity of ſtriking a blow was all that prevented them from openly breaking forth into immediate hoſtilities, the adminiſtration of that time, pacifically as it was inclined, was afraid to temporize any longer.

A number of ſquadrons were equipped and diſpatched to different parts of the world to be ready, as well to repel any ſudden inſult, or attack, as to puniſh any open breach, or violation of the treaty of peace then exiſting. That deſtined for the Weſt Indies, conſiſting of ſeven ſhips of the line, was put under the command of vice-admiral Hozier; he was to be joined by ſeveral ſhips which were already in that part of the world; ſo that his force, when collected, would have appeared truly formidable to an enemy, even better prepared for war than the Spaniards at that time really were. They were probably more vulnerable in that quarter than in any other part of their poſſeſſions; while at the ſame time the immenſe wealth and riches with which thoſe colonies abounded, even to a profuſion, untravelled Europeans would ſcarcely credit, appeared to hold them forth as a greater incentive for aſſailants to brave the dangers of an arduous enterprize, as well in the hope of more effectually diſtreſſing their country's enemies as of amply rewarding themſelves with their riches.

The vice-admiral having hoiſted his flag on board his old ſhip, the Bredah, of ſeventy guns, ſailed from Plymouth on the 9th of April; and after an indifferent paſſage, during which, however, he met with no abſolute diſaſter, arrived off the baſtimento's, near Porto Pello, on the 6th of June. His appearance was at once an object both of terror and ſurprize. The governor, with much apparent alarm, immediately diſpatched an officer to the vice-admiral, requeſting to know the cauſe of this very unexpected viſit. The latter, with much temper, ſaid he came to eſcort the Royal George, a large ſhip belonging to the South Sea company, which was then in Porto Bello diſpoſing of her cargo, which was very valuable, for ſpecie. The governor wiſhing to be rid of gueſts whoſe preſence was extremely diſagreeable, immediately took every poſſible meaſure to haſten her departure, by enforcing a ſpeedy payment of the debts due from the Spaniſh merchants, on account of their ſeveral purchaſes.

As ſoon as all the different accounts could be made up, and the money paid, the ſhip in queſtion was ordered out of the harbour to join the Britiſh ſquadron; and a ſecond meſſage was at the ſame time ſent, deſiring the vice-admiral,

miral, as his firſt wiſh had been complied with*, to withdraw from before the port. Mr. Hozier coolly anſwered, he ſhould continue where he was, till farther orders. The better to convince the governor that he was in earneſt, he ordered a ſhip of the line to lay within gun-ſhot of the caſtle of Porto Bello, and ſtrictly examined every veſſel that went either in or out of the harbour. This conduct in the admiral was undoubtedly ſpirited in the higheſt degree, and moſt uncontrovertibly proved the naval ſuperiority of his own country. It was not, however, of the ſmalleſt ſervice, viewed in any other light, and ſuch was the reſtrictive tenor of his inſtructions, that he was prevented from following the natural impulſe of his own gallantry, and applying the force itſelf inſtead of the terror of it, in the chaſtiſement of the enemy.

It has been elſewhere remarked, that to prevent the Spaniſh flota from returning to Old Spain, was the oſtenſible cauſe why this powerful ſquadron lay ſo long in ſuch an unwholeſome climate, expoſed to all the miſeries of diſeaſe, ſurmounted by the moſt dreadful and raging mortality. But this object, it is alſo at the ſame time obſerved, might have been as effectually accompliſhed by its continuing there three weeks only, as by its being ſtationary for ſix months, till what had at firſt been an object of univerſal terror, became as general a theme of ridicule and contempt.

The vice-admiral returned at laſt to Jamaica on the 14th of December; but to ſo diſtreſſed a ſtate was the ſquadron reduced, that there were ſcarcely men enough left alive to navigate it into port. The vice-admiral, immediately paid every poſſible attention to his ſick; and by this humane exertion, added to the care and kind treatment of the inhabitants, a conſiderable number of thoſe who lived to reach the ſhore happily recovered. Fortunately for the ſervice, there were at that time at Jamaica

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* The vice-admiral's conduct on this particular occaſion has been very highly, and, indeed, deſervedly applauded by all ranks and parties, inaſmuch as it is more than probable the governor would have detained the South Sea ſhip, had Mr. Hoſier openly declared his intentions and orders at firſt. Campbell quaintly, and with much truth, adds, "this was the greateſt ſervice the ſquadron performed."

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a conſiderable number of ſeamen out of employ, which afforded ſo well ſeaſoned a recruit to the different ſhips, that by the time the convaleſcents were completely recovered, and the veſſels themſelves re-equipped, a buſineſs which was finiſhed by the end of February, the vice-admiral was enabled to put to ſea with a ſquadron little deficient in its proper compliment of men.

He ſtood over to Carthagena, and continued cruiſing in thoſe ſeas till the middle of Auguſt, encountering the ſame evils he had before ſo lamentably experienced, and without being able to render his country the ſmalleſt of thoſe benefits, which, in the eyes of ſome, appear to counterballance misfortune. He had not in his ſecond cruiſe even that negative ſatisfaction of having terrified and overawed the enemy, which he was reſtrained from attacking; for a veſſel, with orders from Old Spain, arriving at the Havannah on the 8th of Auguſt, all the property belonging to the Engliſh merchants, that was in the power of the Spaniards, was immediately ſeized. At the Havannah and Vera Cruz alone, the Prince Frederic, a very valuable ſhip belonging to the South Sea company, a frigate and four pacquet-boats, were detained and condemned, under the ſtale pretence of reprizal.

Admiral Hoſier ſpiritedly demanded their reſtitution; and the better to enforce compliance with his application, went himſelf to Vera Cruz with four ſhips of the line: but the Spaniards had in ſome degree recovered from their firſt panic, and now peremptorily refuſed to do that act of juſtice, they flattered themſelves the ſmall force of the Engliſh was unable to compel *.

Theſe repeated cruiſes, diſtinguiſhable only for their compulſive inactivity; the reiterated affronts received from an inſolent and preſumptuous enemy; and the reflection

* Mr. Hoſier on his part alſo, iſſued orders to all the captains under him, to ſeize and detain all the Spaniſh ſhips they could meet with. Several, though of ſmall value, were in conſequence made prizes of; but many of them were afterwards reſtored. The moſt conſequential capture was made by captain Soleguard, of the Greyhound. It was a veſſel bound from the Havannah to Teneriff, mounting ten carriage guns, and having on board, beſides a cargo of valuable commodities, ſeventy thouſand dollars in ſpecie. Thus ended this diſgraceful, and, in many reſpects, fatal expedition.

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of the immenſe expence to which the nation had been put for the armament under his command, without the ſmalleſt advantage being derived from it, all tended to overwhelm with grief and deſpair this brave and honeſt man; ſo that he breathed his laſt at ſea, on the 23d of Auguſt 1727, dying, as it is ſaid, of mere chagrin, at the wanton and wicked deſtruction of ſo many brave men, whoſe fate he could only lament, and not avert *.

A few days before his death he was promoted to be vice-admiral of the white; and a commiſſion is ſaid alſo to have been made out, empowering the governor of Jamaica to confer on him the honour of knighthood. His promotion bearing date on the 11th of Auguſt, only twelve days before his death, he conſequently did not live to receive either that, or the honour that was intended him; but which, had he fortunately ſurvived to have enjoyed, were certainly a miſerable recompenſe for his former anxiety and diſappointment. The body of this brave and unfortunate man was embalmed, and buried in the ballaſt of the ſhip he commanded, in which it was afterwards brought to England for interment. His misfortunes and merit ſurvived him longer than is uſually the caſe, either with the greateſt or moſt unhappy of mankind: and it is no ſlender teſtimony of worth, when the abſence of panegyric is feelingly ſupplied by compaſſion.

LAMBERT, Thomas,—was, at the latter end of the year 1692, appointed fourth lieutenant of the Royal Sovereign. He was not advanced to the rank of captain in the navy till the 20th of October 1696, when he was appointed to the Betty, and was preſent in that ſtation at the rather memorable engagement between commodore Harlow and the French ſquadron, of which we have already given an account †. He continued to command the ſame veſſel after the peace at Ryſwic, and in 1698

* Campbell very properly and honourably for this gentleman, obſerves, "Whether this expedition was well or ill-concerted at home, it was undoubtedly executed with great courage and conduct by this unfortunate commander, who loſt his ſeamen twice over, and whoſe ſhips were totally ruined by the worms." This created a mighty clamour at home, and was without doubt a prodigious loſs to the nation.

† See Vol. II. p. 315.

was ordered for the Mediterranean, where he continued till the time of his death, which took place on the 16th of February 1700. N. S.

LONG, Thomas,—was appointed third lieutenant of the Dutcheſs, a ſecond rate, in the year 1692. After this time we hear nothing of him till we find him, on the 27th of January 1696, appointed captain of the Griffin fireſhip. He never obtained any more conſequential command, or is in any degree farther noticed during the reign of king William. His advancement in the ſervice, after the acceſſion of queen Anne, was extremely ſlow; and ſo unfortunate was he in the different ſtations allotted to him, as never to have had the ſmalleſt opportunity of diſtinguiſhing himſelf, ſo as to acquire renown previous to that which he at laſt moſt gallantly purchaſed with the loſs of his life.

During the year 1710 he commanded the Bredah, of ſeventy guns, one of the Mediterranean fleet under ſir John Norris; and being detached by that admiral on a cruiſe, in company with the Warſpight, captain Crow, had the fortune to meet with a French ſhip of the line, called Le Maure. The Bredah poſſeſſing a great ſuperiority in ſailing over her companion, ſoon came up with the enemy, when a very ſmart engagement took place; in which, although of but ſhort continuance, captain Long was unfortunately killed. Almoſt immediately on this unhappy event's taking place, the Warſpight came up, and the enemy ſurrendered. The action took place about forty leagues from Cape Roxent.

PINDER, Thomas.—We have no information relative to this gentleman till we find him, on the 11th of April 1696*, appointed captain of the Mermaid frigate. He continued commander of the ſame ſhip till it was unhappily loſt, off Plymouth, he himſelf as well as the crew periſhing with it, on the 5th of January 1698-9.

SMITH, Thomas,—was, about the latter end of the year 1692, appointed firſt lieutenant of the Hampton court. He had for ſome years previous to this, progreſſively with a very high character, ſerved as an officer in

* Two other dates are given according to others, for his firſt commiſſion, the 14th of April, and the 12th of March preceding; the latter, indeed, we believe to be true, in preference to that given above.

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the different ranks, on board a variety of ſhips, in the royal navy. In 1695 he was appointed acting commander of the Dunwich frigate; in which ſtation he was ſo unfortunate as to be guilty of an offence we are very unwilling to record, but which hiſtorical truth forbids us to conceal: of this beneath. On the 26th of November 1696, he was promoted to be a captain in the navy with permanent rank, and appointed to the Suffolk Hag boat. No mention is made, either of what ſhip*, if any, that he commanded, or in what ſervices he was afterwards employed, during the reign of king William.

After the acceſſion of queen Anne we find him captain of the Goſport, a ſhip employed on the New England ſtation in the year 1704: he was afterwards progreſſively promoted to ſeveral different ſhips of the line, particularly the Litchfield; in which ſhip he was diſpatched for India, in 1706, to convoy thither a fleet of merchant ſhips. He returned from thence with a ſimilar charge in the following year, and arrived ſafely at Kinſale on the 21ſt of October. He was next appointed to the Captain, and, after the peace was concluded at Utrecht, to the Norfolk. We believe him to have been principally if not wholly employed on the Mediterranean ſtation during the time he held the command of the former ſhip; a circumſtance which may well account for our having, in that period, ſo little to relate concerning him. On the 19th of September 1716, he removed into the Jerſey; and in the following year ſerved in the fleet, under ſir G. Byng, in the Baltic.

It appears from the hiſtorical account of Greenwich hoſpital, he was appointed a captain on that noble eſtab-

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* The following notification was publiſhed in the Gaz. No. 3389.

"Whitehall, April 27, 1698.

"Captain Thomas Smith, formerly commander of his majeſty's ſhip the Dunwich, having been lately tried at the aſſizes in Suſſex, for embezzling his majeſty's ſtores belonging to the ſaid ſhip; and being convicted of the ſame, was fined 100l. and to remain in priſon till paid: and his majeſty has been pleaſed to order, that the ſaid fine be applied to the uſe of Greenwich-hoſpital."

The particular circumſtances attending this offence, and the trial conſequent to it, we are not acquainted with; but it is very evident, that if the charge was not in the ſucceeding reign thought to have been inſufficiently eſtabliſhed, it was at leaſt ſuppoſed to be too ſeverely puniſhed, this gentleman being afterwards reſtored to the ſervice, in which he was held in much eſteem and reſpect.

liſhment

liſhment in the early part of the year 1718; an honourable retirement, cloſed quickly afterwards by his death, which happened on the 18th of April in the ſame year.

STRICKLAND, Charles.—The advancement of this gentleman in the ſervice was as remarkably rapid as that of ſeveral of his cotemporaries had been ſlow. In the year 1693 he had not obtained the rank even of lieutenant; and on the 7th of Auguſt 1696, we find him appointed captain of the Lark frigate. We find no mention made of him during the ſhort remainder of the war, after the concluſion of which he was appointed captain of the Seaford, and ſent to the Streights under vice-admiral Aylmer. In 1699 he was employed to cruiſe, with a few other frigates, againſt the Salletines, who had juſt before violated the treaty of peace, and committed many petty depredations on our commerce. But after this time we meet not with the ſmalleſt information concerning him till the year 1707, at which time he was captain of the Naſſau, of ſeventy guns. We find him early in the month of June ſent commodore of a ſquadron of five ſail to intercept a French convoy, reported to be on its paſſage from St. Maloe's to the eaſtward, under the protection of five ſhips of war. He was not, however, ſucceſsful in this expedition; but after an ineffectual cruiſe, for ſome days, off Cape La Hogue, returned to Spithead, not having ever ſeen his enemy. He was one of the commanders ſent, in the month of Auguſt enſuing, under the orders of ſir Thomas Hardy, to convoy the outward-bound fleet to Liſbon. By the manly and unbiaſſed teſtimony he bore on this occaſion to the conduct of his admiral, he contributed much to that honourable acquittal which was as pleaſing to all men of candour, as it probably was diſtreſſing to all thoſe of a different deſcription.

After his return into port, and the concluſion of the trial above-mentioned, he was, in the month of December, appointed commodore of a ſmall ſquadron of Engliſh and dutch ſhips of war, ſent to protect a fleet of ſtoreſhips to Liſbon, and to convoy the emperor of Morocco's ambaſſador to Tangier. During the enſuing year, and not improbably for the remainder of the war, he continued in the Mediterranean, under different admirals; and in common both with his ſuperiors and equals in command, experi-

experienced a ſeries of dull unintereſting cruiſes and expeditions, where even diligence itſelf is hardly remarked, becauſe there was, perhaps, leſs opportunity of diſplaying it, than any ſimilar period of hoſtilities had ever rendered either poſſible, or neceſſary before or ſince.

We find no particular mention again made of him till the year 1715, at which time he commanded the Eſſex, one of the fleet ſent to the Baltic under ſir John Norris. We are again ignorant whether, or on what particular ſtations he was employed till the year 1718, when we find him commander of the Lenox, of ſeventy guns, one of ſir George Byng's fleet ordered for the Mediterranean, to counteract the attack made by Spain on the territories of the emperor. In the memorable action with the Spaniſh fleet in the month of Auguſt, he was ſtationed as one of the ſeconds to the commander-in-chief*. After his return from this ſtation he was, in the latter end of the year 1721, appointed captain of the Yarmouth, a fourth rate, one of the ſquadron ordered to be equipped, under the command of ſir Charles Wager, for the chaſtiſement of the Portugueſe. The apparently impending ſtorm of war was averted by the prudent ſubmiſſion of the court of Portugal, even before the ſhips were thoroughly collected, ſo that the fleet above-mentioned never even put to ſea.

About the latter end of January 1723†, he was advanced to be rear-admiral of the blue; and from thence, on the 5th of February, to be vice-admiral of the white, a promotion he did not long live to enjoy, dying on the 11th of November 1724.

STUDLEY, James,—was, at the latter end of the year 1692, appointed ſecond lieutenant of the Foreſight, of forty-two guns, a ſhip ſent, ſoon after that time, to

* We do not find any other mention made of him in the following year, during which he continued on the ſame ſtation, except that, in the month of July, he drove on ſhore and burnt, near Palermo, a Genoeſe tranſport, with two hundred Swiſs recruits for the Spaniſh army in Sicily.

† This information is taken from Lediard and other hiſtorians: but from ſome private documents, we rather believe him to have been appointed rear-admiral of the blue in the month of January 1722, and advanced to be rear-admiral of the white on the 16th of February enſuing.

convoy

convoy to Virginia the outward-bound fleet. We know no other particulars relative to this gentleman till we find him, on the 23d of May 1696, appointed captain of the Pearl, a frigate of thirty guns. He was presently advanced to the command of the Pembroke, of fifty guns, and sent to Cadiz, in the month of November, under the command of vice-admiral Neville. On his passage thither he was separated from the fleet in a violent gale of wind, which he had however the good fortune to weather in safety, and arrive at the above-mentioned port on the 11th of December. Mr. Neville was ordered for the West Indies almost immediately after he reached the Streights, and captain Studley accompanying him thither, scarcely survived the hour of his arrival. Dying on the 28th of May 1697, he was among the first of those brave and unfortunate men whom disease, infinitely more destructive at this time than all the other mischiefs and horrors attendant on war in that climate, put a period to the service of, without their even enjoying the satisfaction of having seen and encountered their enemies.

TREVANION, Sir Nicholas,—was, in all probability, a son, or collateral descendant of captain Richard Trevanion, the constant and faithful, though misguided adherent and attendant of James the Second *. We have no information as to his several naval appointments, till he was, on the 25th of May 1696, appointed captain of the Dunwich. The war was then near a conclusion, and nothing but a most singular interference of good fortune could have procured him at such a time, and in such a ship, an opportunity of distinguishing himself out of the ordinary line of service. Some little time after the ratification of the peace at Ryswic, he was appointed captain of the Lyme, a new frigate of thirty-two guns, and sent to the Streights, in 1698, under the command of vice-admiral Aylmer. But we do not find him occupied in any service worth commemorating, the sole intention of the equipment of the fleet † to which he belonged, being accomplished by its presence only. In the month of

* See Vol. I. p. 273.

† Which was to restrain and overawe the different piratical states of Barbary.

October 1700, he was diſpatched from Cadiz for the Canaries, from whence he immediately returned to England. Not long after his arrival he was appointed to the Dover of fifty guns; in which ſhip we find him at the recommencement of the war with France, after the acceſſion of queen Anne.

He was at firſt employed as a cruiſer in the German Ocean, and there met with but trivial ſucceſs, although he was in every reſpect conſidered as a very active and able commander. Towards the concluſion of the year he was ſent to cruiſe in the Iriſh ſea, and ordered to ſtretch twenty leagues to the ſouthward and weſtward of Scilly. After this change of ſtation he was more fortunate, having, in the month of January 1702-3, fallen in with and captured a large privateer belonging to St. Maloe, called the count de Thouloufe. This prize was rendered more conſequential, and the conqueſt more brilliant, from its having on board, at the time of the action, three hundred regular troops, in the pay of the French king, excluſive of the ordinary crew belonging to the ſhip *. The engagement was deſperately maintained, on the part of the enemy, for ſix hours, but with very little prejudice to captain Trevanion and his people, not one of whom were killed, and a very inconſiderable number wounded, ſome of them only ſlightly; while on the other hand upwards of 50 of the French were killed and 20 wounded. Captain Trevanion's ſucceſs did not end here; the count de Thouloufe had the day before the engagement captured a large ſhip from New England laden with naval ſtores, and other valuable articles of commerce. But his prize fell again into the hands of the Engliſh, being retaken by the Dover on the following day.

After captain Trevanion had convoyed his prize, as well as the recapture to England, and repaired thoſe trivial damages which he had ſuſtained in the preceding action, he was ordered to join the main fleet: and the ſcene of naval operations being transferred from the Channel to the Mediterranean, he ſailed for that ſtation, under the command of ſir C. Shovel, on the 1ſt of July. Of the operations of this armament never were greater expecta-

* It is not accounted for on what particular occaſion theſe troops were on board, or to what ſervice they were deſtined.

tions vainly formed in England; and never were gigantic hopes more miſerably diſappointed. Theſe cauſes and conſequences have been already repeatedly dwelt on; and the fact itſelf is mentioned here only to account for our having nothing memorable to recount of ſuch commanders as were there employed under ſo brave a chief as Shovel.

In the beginning of September captain Trevanion was diſpatched for Scanderoon, under commodore Jumper, to convoy thither the Turkey fleet. He returned from thence to England in the month of December, and we have not been able to diſcover on what ſtation or ſervice he was employed during the enſuing year. In 1705 he was promoted to the command of a ſhip of ſixty guns, we believe the York; and continued, with ſome very ſhort intervals, on the Mediterranean ſtation during the remainder of the war, at all times held in the higheſt honour and reſpect by the different commanders under whom he ſerved, although fortune denied him any of thoſe opportunities of raiſing himſelf into public notice, which ſhe occaſionally beſtowed, with much liberality, on her greater favourites. On his return from the Mediterranean he appears to have retired from active ſervice; and, after the acceſſion of king George the firſt, was always one of the perſons principally conſulted relative to the civil oeconomy and management of the navy. He alſo quickly became highly eſteemed and careſſed by that ſovereign, who beſtowed upon him the honour of knighthood; and, in the year 1726, appointed him commiſſioner of the navy reſident at Plymouth. This office he held till his death, and executed with the greateſt honour to himſelf, affording all the advantage that could be derived by the country from a ſtation of ſuch truſt, filled by a man of the higheſt attention, integrity, and ability. He died on the 17th of November 1737.

UNDERDOWN, John.—We know nothing of this brave and enterprizing commander, till we find him, in the beginning of the year 1695, commanding the Wrenn Pink, a ſmall veſſel attached to ſir C. Shovel's ſquadron in the Channel. On Auguſt 25, 1696, he was appointed commander of the Garland. No other mention is made of him during the reign of king William; and it is moſt probable, his ſhip being put out of commiſſion at the concluſion of the war, he was not re-appointed to any other. After the acceſſion of queen Anne he was appointed to command

command the Falkland, of fifty guns, and ſent to Virginia. On his paſſage from thence, in company with the Dreadnought and Fowey, he had the good fortune to capture a French ſhip of war, mounting fifty-four guns, which was afterwards called the Falkland Prize, as a juſt compliment to captain Underdown, who bore the brunt of the action, and to whom the capture was entirely owing, the Dreadnought not being able to get up till the very end of the engagement.

He continued to command the Falkland many years, and was principally employed on the Weſt Indian, and American ſtations. In the month of May 1707, he ſignaliſed himſelf in a very remarkable manner in the deſtruction and capture of a very conſiderable number of the enemy's ſhips and veſſels, as well as of all their ſettlements at Newfoundland*. To what cauſe we are to aſſign it we are

* We find the following account of this memorable tranſaction publiſhed in the Gazette, No. 4378. It has been, with ſcarcely any alteration, inſerted by Mr. Campbell as a part of his hiſtory; but the high honour it reflects on captain Underdown, and the reſt of the gentlemen concerned, will probably be a ſufficient excuſe for its reinſertion here.

"St. John's Harbour, Newfoundland, Aug. 30, 1707.

"Captain John Underdown, commander of her majeſty's ſhip the Falkland, having received advice, on the 25th of July, that the enemy had many ſhips employed on the fiſhery, in ſeveral harbours to the northward, our commanders of ſhips, merchants, and inhabitants, petitioned him to endeavour the deſtroying of them, and by that means to encourage and protect the Britiſh trade in thoſe places. In purſuance whereof, on the 26th of July, captain Underdown ſet ſail from hence, having taken major Lloyd, who deſired to be employed in the expedition, with twenty of his company, on board the Nonſuch.

"On the 27th they came before Bonavis, and finding there, no appearance of an enemy, the commodore ordered captain Hughes to ſail with him. On the 2d of Auguſt they ſtood into the bay of Blanche till they came off of Fleur-de-lis harbour. Major Lloyd was immediately ſent into the harbour in the commodore's pinnace, and the lieutenant of the Falkland in the pinnace belonging to the Nonſuch, in order to make what diſcoveries they were able. They found there ſeveral ſtages and other neceſſaries for the fiſhery, to which they ſet fire, and afterwards returned on board the men of war By ſix the next morning they came about the Cape, and ſaw a ſhip, which, upon exchange of a few ſhot, ſtruck The commodore ſent his boats aboard, and found her to be of St. Malo, carrying about three hundred and ſixty tons, thirty guns, and one hundred and ten men, and called the

are totally ignorant, but we have no other information whatever relative to captain Underdown, except the mere date of his death, an event which did not take place till the 4th

duke of Orleans. In another arm of the bay, named Eguillette, was another ſhip; but the place being rocky, and the water ſhallow, neither the Falkland nor Nonſuch could come near her: whereupon the Medway's Prize was ordered to go as cloſe in as ſhe could with ſafety; and at the ſame time captain Carlton, major Lloyd, and the lieutenant of the Falkland, in boats well manned and armed, to land upon the iſland which ſhe lay under. This was executed with ſo good effect, that the enemy, after having fired ſeveral broadſides, being no longer able to keep the deck againſt our ſmall ſhot from the ſhore, ſtruck. This ſhip was of twenty guns, and eighty men, belonging alſo to St. Malo.

"Having here received information, that about three leagues to the northward, in La Couche, there were two ſhips, one of twenty-two guns, and the other of twenty-ſix, both of St. Malo, the commodore gave capt. Hughes directions to burn the laſt prize, and afterwards to join him at La Couche, himſelf and the Nonſuch making the beſt of their way thither. The 5th, in the afternoon, they came into La Couche, where they found the two ſhips in readineſs for ſailing. The enemy fired ſeveral broadſides at them, which, as ſoon as our men of war returned, they ſet their ſhips on fire and left them, going over to the next harbour, called Carrouſe, in which the commodore had received intelligence there were four ſhips. He immediately weighed and ſtood for that harbour; and about eight o'clock at night was joined by the Medway's Prize: but there being very little wind at S. W. and much difficulty in getting out of the harbour's mouth, the commodore ſent in his boat, but found the enemy had eſcaped; having, by the advantage of little wind, and the great number of men and boats, cut and towed out. The Britiſh ſhips ſtood to the northward and ſaw ſeveral veſſels, to which they gave chaſe. About five in the afternoon they came off the harbour of St. Julien, where they diſcovered a ſhip; and having loſt ſight of the veſſels they had purſued, ſtood in for the harbour, and came to an anchor in twenty-ſix fathom water. The place where the ſhip was hauled in being very narrow and ſhoally, the commodore ordered the Medway's prize to go as near in as ſhe poſſibly could. The enemy fired two guns, but it was thought fit not to attack her till the morning: accordingly, the 6th of Auguſt, at four o'clock, captain Carlton, major Lloyd, and lieutenant Eagle, went in with all their boats well manned and armed; and immediately after landing, drove the enemy from their poſt, who were likewiſe on ſhore. Our men took their boats, and went on board the ſhip, where they found the enemy had laid ſeveral trains of powder in order to blow her up, which being ſeaſonably diſcovered ſhe was preſerved, and by noon towed out to ſea. But the Britiſh pilots being unacquainted with the coaſt, and the commodore not thinking it proper to go further to the northward, it was reſolved to ſail back to Carrouſe, and there remain till they were joined by the Duke of Orlean's Prize, which was left

4th of November 1728. He had not the rank of admiral: and as ſeveral men who were of younger rank as captains poſſeſſed it at that very time, it is moſt probable this gentleman had, for ſome private reaſons of his own, declined the ſervice.

WATKINS, John,—is, on ſome accounts, ſuppoſed to have been appointed 1ſt lieutenant of the Rupert in the year 1692, while on other grounds we dare not aſſert any information relative to him to be authentic, till he was, on the 14th of Auguſt 1696, appointed captain of the Seaford. We find no other remark to make concerning him after this time till the year 1700, when it is aſſerted by ſome, though not perfectly believed by us, that he commanded the Pearl frigate on the Mediterranean ſtation. Be that as it may, we have no other information concerning him that we can thoroughly depend on till the year 1706, at which time he commanded the St. George, of ninety guns, we believe as captain to ſir John Jennings, on the Mediterranean ſtation. He diſtinguiſhed himſelf in a very ſignal manner at the ſtorming of Alicant, being the third officer who entered the town. When the admiral above-mentioned, was ordered to ſail for the Weſt Indies about the latter end of Auguſt, he ſhifted his flag into the Devonſhire, of eighty guns; and captain Watkins was alſo removed into the ſame ſhip as his captain, a patronage that

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left at Grand Canarie, with a lieutenant and ſixty men. In the way to Carrouſe it was thought fit to look into Petit-Maiſtre, where they deſtroyed great numbers of boats and ſtages, with vaſt quantities of fiſh and oil. About ſeven at night they came to an anchor in Carrouſe harbour, and moored. On the 12th and 13th it blew a hard gale at S. W. Having deſtroyed the fiſhery at Petit Maiſtre, and the Duke of Orleans's Prize being come to La Couche, on the 14th, by four in the morning, they weighed and ſtood out to ſea, taking her with them, and made for this harbour, where the Falkland and Nonſuch, with the two prizes, arrived the 17th inſtant, having before given the Medway's Prize orders to ſail to Trinity. The damage the enemy have received in this expedition is as follows.

"Two ſhips taken, one of 30 guns and 110 men, and another of 20 guns and 100 men; one ſhip taken and burnt, of 20 guns and 80 men; two ſhips burnt by the enemy, one of 32, and another of 26 guns; 228 fiſhing-boats burnt; 470 boats and ſhalloways, that were not employed in the fiſhery this ſeaſon, burnt; 23 ſtages burnt; 23 train vats burnt; 77280 quintals of fiſh deſtroyed, and 1568 hogſheads of train oil deſtroyed."

reflects the greateſt honour on one, while it is at the ſame time no ſlender proof of the diſcernment of the other. On his return from the Weſt Indies, in the month of April 1707, where the events were too unintereſting to merit any other recital than what has been already given in the life of ſir John Jennings, that admiral ſtruck his flag, and captain Watkins continued to command the Devonſhire as a private captain.

In the month of October he was ſent, under the command of commodore Edwards, in the Cumberland, to convoy the outward-bound fleet for Liſbon. On the 10th, which was only the day after they had ſailed from Plymouth, they fell in with the united ſquadrons of Forbin and Guai Trouin. The force of the enemy was ſo ſuperior as to render reſiſtance almoſt an act of deſperation; nevertheleſs, the Britiſh commanders prepared to defend themſelves and the very valuable fleet under their protection with a ſpirit that would have done the higheſt honour to men who had ſomething more in view than merely their own defence. What, however, can the moſt romantic valour effect againſt numbers ſo highly unequal? the ſquadrons of France conſiſted of fourteen ſhips, ten of which were of two decks; that of Britain of five only! Captain Watkins, in the Devonſhire, even among thoſe whoſe bravery on this occaſion was ſo pre-eminent, diſtinguiſhed himſelf in a manner almoſt ſuperior to the moſt valorous: he defended himſelf for near three hours againſt ſeven of the enemy's ſhips, and for four hours more againſt five. The night now approached and appeared to afford ſome chance that courage, ſo memorable, ſhould be, at leaſt, rewarded by its preſervation from captivity. Fate, however, and with much apparent ſeverity, decreed it otherwiſe; the Devonſhire ſuddenly took fire, and, almoſt on the ſame inſtant, blew up; two only, out of the remains of nine hundred men, who were on board at the commencement of the engagement, being ſaved.

The merchants, whoſe ſhips eſcaped this wretched diſaſter, were honourable enough to attribute their ſafety principally to the noble defence made by this unfortunate commander. We have already ſtated, that the engagement above alluded to took place on the 10th of October 1707.

WATTS,

WATTS, Jonathan,—was, about the latter end of the year 1692, appointed ſecond lieutenant of the Chatham, one of the ſhips employed, in the enſuing year, under ſir George Rooke, to convoy the outward-bound Smyrna fleet. We hear nothing of him after this time till the 29th of October 1696, when he was appointed captain of the Sun Prize. No other notice is ever taken of him except that giving us the date of his appointment, as we have juſt ſtated; and a ſecond, informing us that he died on the 25th of July 1698, whether in or out of ſervice does not appear.

WHITE, Richard, — in the year 1693, ſerved as 2d lieutenant of the Mary, of ſixty-two guns, at that time commanded by captain Henry Butler, and attached to the main fleet under the joint admirals, Killegrew, Delaval, and Shovel. He was on the 28th of April 1696, promoted to the command of the Mary galley. No mention is made as to any particular or diſtinguiſhable ſervice in which he was employed during the war. After the concluſion of the peace at Ryſwic he was promoted to the command of a ſhip of the line which was kept in commiſſion, and which he continued captain of till the year 1699: he was then, in conſequence of his former ſhip wanting repairs, appointed to the Haſtings, a fifth rate of thirty-four guns. He died captain of this ſhip on the 7th of July 1700.

WILD, Henry, — was, towards the end of the year 1692, appointed firſt lieutenant of the Woolwich, one of the ſhips ſent in the enſuing year, under ſir G. Rooke, to the Mediterranean, as convoy to the unfortunate Smyrna fleet. We do not hear any thing more of him till we find him, on May 1, 1696, appointed captain of the Solebay. This veſſel was ſtationed as a cruiſer in the German Ocean, a ſervice in which captain Wild diſplayed conſiderable activity, which was accordingly rewarded with the capture of ſeveral ſmall privateers, which, although of inconſiderable force, had done much miſchief to the commerce of England; for the enemy, finding themſelves incapable of contending with the naval power of Britain, in a way likely to end the conteſt, by mere proweſs and force of arms, prudently adopted a different conduct, and turning all their efforts to revive the drooping ſpirits of their

nation, through the partial enrichment of individuals, by a ſtrange and ſudden, though politic manœuvre, converted their fleet into a myriad of ſmall privateers. Theſe, on their newly projected ſcheme of war, were much more ſucceſsful than their more noble predeceſſors, and they thus meanly effected conſiderable injury to the property of thoſe whom they were afraid, and, indeed, unable to aſſault in any other way.

To return to captain Wild. He is no farther noticed till after the acceſſion of queen Anne; nor, indeed, have we then been able to collect any other particulars relative to him, except that, in 1705, he commanded the Cheſter, which ſhip, as well as the ſervice, he altogether quitted in the following year, on what particular account is not known, neither have we been able to diſcover the time of his death.

WILLSHAW, Thomas, — is ſuppoſed to have been the ſon of captain Thomas Willſhaw, afterwards commiſſioner of the navy, of whom we have already given ſome account*. He is ſaid, in a manuſcript liſt of the navy, to have been appointed captain of a ſhip of war, called the Horſe Guard, on the 15th of March 1696. This, however, is certainly a miſtake, there never appearing to have been a ſhip of that name in the navy; and it is one of thoſe unavoidable errors to which that ſpecies of document is more particularly liable. The ſhip in queſtion was the Roſe, a ſmall veſſel, employed at that time as a guard ſhip. He never acquired any celebrity, or, indeed, was inveſted with any conſequential command, as we do not find any other notice taken of him, except that he was put on the ſuperannuated liſt in the year 1714. The time of his death is alſo unknown to us.

* See vol. i. p. 276.

ALDRED,

1697.

ALDRED, John.—The firſt information we have been able to procure relative to this gentleman is, that he was appointed commander of the Owner's Love fireſhip on the 11th of February 1697. The peace at Ryſwic taking place ſoon afterwards, put a temporary ſtop both to his ſervice, and promotion: the latter appears to have been remarkably ſlow, for in the year 1704 * we find him commanding a ſhip of no higher rank than the Solebay, a ſmall ſixth rate, employed as a cruiſer in the German Ocean. Inconſiderable as were both his command and his ſervice, he diſplayed conſiderable activity in the purſuit of French privateers, which were the particular claſs of enemies with whom he was ſent to cope. We meet with nothing farther worth commemorating relative

* The following advertiſement concerning this gentleman, publiſhed in the Gazette, No. 4015, is too extraordinary to be omitted, as it is among many others a ſtrong proof of the very unwarrantable means that have been ſometimes uſed by the mercantile part of the world to injure the reputations of the braveſt, and beſt of men.

"Whereas a petition was preſented to his royal highneſs prince George of Denmark, lord high admiral of England and Ireland, &c. by way of complaint againſt captain Aldred, commander of her majeſty's ſhip Solebay, in the name of the ſhip maſters and inhabitants of the ancient borough of Lin, ſigned by ſeveral perſons, amongſt which were the names of John Clarke, Joſeph Hervey, Edmond Quaſh, ſen. Philip Maſon, William Quaſh, George Oſborn, Henry Gurdleſton, Joſeph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown; upon which complaint the ſaid captain was tryed, at a court-martial, by rear-admiral Whetſtone, in the Downs, the 18th paſt, and acquitted: but it appearing to the ſaid court-martial that the hands of John Clarke, Joſeph Hervy, Edmond Quaſh, ſen. Philip Maſon, William Quaſh, George Oſborn, Henry Gurdleſton, Joſeph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown, were forged to the ſaid complaint; if any perſon can diſcover who it was that forged their names to the ſame, ſo as they may be proſecuted and convicted as the law directs in that caſe, he ſhall have the reward of 10l. paid him by Mr. William Wrigtſworth, attorney at law, in Abchurch-lane, London."

to

to this gentleman till the year 1710, at which time we find him commanding the Rocheſter, of fifty guns, as commodore or commandant of the ſmall ſquadron generally ſtationed off Newfoundland for the protection of the fiſhery there. The French, notwithſtanding their repeated loſſes in that part of the world, had re-eſtabliſhed themſelves in ſome force on a part of that iſland; their fiſhery was even become extenſive, and a quiet uninterrupted poſſeſſion for a few years longer would have given them ſo firm a footing, and allowed them to become ſo formidable, that it might have been at leaſt difficult to diſlodge them: but captain Aldred, in conjunction with captain Humphrey Pudner, in the Severn, and captain George Purvis, in the Portland, both fourth rates, of fifty guns, attacked them with ſo much vigour, as to rout them more completely and perfectly than they had ever been on a former occaſion.

The loſs of the enemy was immenſe, fifty of their ſhips and veſſels being taken, ſeveral of which were of conſiderable force, and all their ſettlements on the ſhore totally deſtroyed *. It is very extraordinary, after this very brilliant ſucceſs we find not the ſmalleſt mention made of captain Aldred. Whether he retired from the ſervice, having acquired, by the foregoing ſucceſs, a fortune equi-

* The following particulars are given us of part of the enemy's loſs on this occaſion.

Harbours names.	When.	French ſhips names.	Men.	Guns.	Tons.
La Couche,	Aug. 24,	La Conteſſe d'Evreux	75	16	200 taken.
Do.	Do.	La Couronne	70	14	200 burnt.
Carouſe,	Do.	Le Marquis du Bray	120	28	400 taken.
Do.	Do.	Le Comte d'Bonrepos	120	28	400 burnt.
Do.	Do.	L'Aigle Noire	70	12	200 taken.
Petit Maitre,	Do.	Francois Maire	80	18	250 ditto.
Great St. Julian,	Aug. 25,	Francois de la Paix	120	30	400 taken.
Little St. Julian,	Aug. 24,	St. Pierre	90	20	290 eſcapt
Co.	Do.	———	30	12	— ditto.

"All the fiſh, oil, ſtages, train-vats, fiſhing-tackle, &c. of the above-mentioned ſhips fell into our hands, and were either taken or deſtroyed by us; and the two ſhips which eſcaped left even their anchors and cables, and ſome of their ſails behind. Dated on board her majeſty's ſhip the Rocheſter, in Carbonnier, September the 12, 1710."

valent

valent to his wiſhes, or was induced to quit it by ſome other private motive, does not appear, but we believe him to have held no command after he quitted the Rocheſter. He died in an advanced age on the 30th of Auguſt 1740.

ASTON, John, — was on the 7th of May 1697, appointed captain of the Penſance, and was, but on what account we are ignorant, diſmiſſed from the above ſhip on the 6th of March 1698. The time of his death is uncertain.

BALCHEN, Sir John,—was born on the 2d of February 1669, and having made a very early choice of a naval life, paſſed regularly, and with the higheſt reputation, through every ſubordinate ſtation, till he very deſervedly attained to the higheſt rank in the ſervice. The firſt mention that we find made of this brave and unfortunate man in the naval world, is, that he was appointed captain of the Virgin, or Virginia Prize, a frigate of thirty-two guns, on the 25th of July 1697; but we do not meet with any thing worthy of record, concerning him, till the year 1707, when he commanded the Cheſter of fifty guns. In the month of September he was ordered, together with the Ruby of the ſame force, to convoy the fleet bound to Liſbon. As it was not only of a very conſiderable intrinſic value, but of the higheſt conſequence and importance, conſidered in a national light, for all the proviſions, ſtores, and upwards of one thouſand horſes for the ſervice of the enſuing campaign in Spain were embarked on board it, it was thought proper to ſtrengthen the convoy by the addition of two ſhips of eighty guns and one of ſeventy-ſix, all under the command of commodore Edwards, who was to ſee them fifty leagues to the ſouth-weſt of Scilly, where it was preſumed they would be perfectly out of danger from the Dunkirk ſquadron, which was the only quarter from whence any attack was apprehended.

The fleet was not completely collected and ready to ſail till the 9th of October; and on the 10th, having then proceeded on their voyage no farther than the Lizard, they fell in with the united ſquadrons of Forbin and Du Guai Trouin. Reinforced as the eſcort was, it was unable

able to contend againſt an enemy*, ſo wonderfully ſuperior; the commodore's ſhip, the Cumberland, as well as the Ruby and Cheſter, after having ſeparately made a moſt gallant, and, indeed, deſperate defence, fell into the hands of the enemy. The Cheſter itſelf became the prize of the count de Forbin himſelf, who, notwithſtanding the diſparity of force which totally annihilated every thing like glory in his conduct, was wonderfully elated with his ſucceſs, which was moſt romantickly magnified on the part of the French.

Captain Balchen was not exchanged till towards the end of the following year, ſo that the trial which, in compliance with the general rules of the ſervice, always enſues after ſuch a misfortune as the preceding, did not take place till the 27th of October 1708. It is almoſt unneceſſary to add, he was moſt honourably acquitted. We do not, however, find any mention made of him after this time till the year 1717, when he commanded the Orford, of ſeventy guns, one of the fleet ordered for the Baltic under ſir George Byng; and on his return from that expedition, during which nothing at all memorable took place, was appointed to the Shrewſbury, of eighty guns. In this ſhip he accompanied ſir George to the Mediterranean in the following year, and on his arrival there became captain to vice-admiral Cornwall, who hoiſted his flag, on board the ſhip juſt mentioned, as ſecond in command of the fleet.

We do not believe him to have been preſent at the memorable action with the Spaniſh fleet, off Sicily, notwithſtanding Campbell, and other hiſtorians of the firſt reputation for veracity and authenticity, poſitively aſſert he was. We do not indeed know whether, or on what account this ſhip was detached; but from many concurrent circumſtances, we ſtrongly believe this to have been the caſe. On captain Balchen's return from the Mediterranean he was appointed to a ſhip of ſeventy guns, one of the fleet ſent to the Baltic in the year 1720, under the command of ſir John Norris. He continued captain of the ſame ſhip ſeveral years, even until he was promoted to

* See the lives of captain Edwards, Vol. ii. p. 310; and captain Watkins, Vol. iii. p. 149.

be a flag-officer, and was, conſequently, always concerned in thoſe annual and harmleſs expeditions * which conſtantly took place during the remainder of the reign of George the Firſt.

On the 19th of July 1728, he was promoted to be rear-admiral of the blue, having at that time ſerved as a private captain for the ſpace of thirty-one years. On the 4th of March 1728-9, he was promoted to be rear-admiral of the white. He had not, however, any command till 1731, when he went out ſecond in command of the fleet ſent, under ſir Charles Wager, to Cadiz and the Mediterranean, principally for the purpoſe of taking poſſeſſion of Leghorn, of placing don Carlos on the throne of Naples, and beſides that, of ſeeing other points of inferior conſequence properly carried into execution, according to the treaty of Vienna.

Admiral Balchen on his firſt appointment to this command, had hoiſted his flag on board the Dreadnought, at Spithead; but ſoon after the arrival of ſir Charles from the Downs with ſome ſhips, he ſhifted it into the Princeſs Amelia, in which he continued during the remainder of the expedition. This being concluded, he does not appear to have had any re-appointment to a command till the year 1734; when, having in the interval † been promoted to be vice-admiral of the white, he was made commander-in-chief of a ſmall ſquadron collected at Plymouth, which was intended to have been ſent out as a reinforcement to ſir John Norris on the Liſbon ſtation, in caſe the diſpute between that court and Spain had not been amicably adjuſted. The ſtorm quickly blowing over, and the pacific temper of ſir Robert Walpole, who

* In 1721 he again ſailed for the Baltic under ſir John Norris, and was, as being one of the oldeſt captains in the fleet, ſtationed to lead on the larboard tack. In 1726 he was under the command of ſir Charles Wager, on the above ſtation, acting as one of his ſeconds; as he was in the following year of his former admiral, Norris. After his return from thence he proceeded for Gibraltar, under the command of ſir George Walton, who was ſent with a reinforcement to ſir Charles Wager. He continued there, without meeting with any intereſting occurrence, except being appointed temporary commodore of a ſmall ſquadron, ordered to cruiſe between cape St. Mary's and Cadiz, till the month of January, when he returned to England with vice-admiral Walton.

† On the 16th of February 1733.

was then prime miniſter of Great Britain, being rather prone to ſubmit patiently to injuries and affronts than plunge the nation into a war by ſpiritedly reſenting them, no opportunity preſented itſelf of calling Mr. Balchen into active ſervice till the year 1739*.

The juſtly excited clamours of a generous and ſpirited nation at length compelled the timid genius of the Britiſh premier to do a violence to itſelf, and rouſe into a pretended ſpirit and energy, by declaring war againſt Spain. Mr Balchen being, accordingly, among the firſt officers pitched upon for a conſequential command, was appointed to that of the Mediterranean, where Mr. N. Haddock, at the time of the approaching rupture, commanded a ſquadron of ſome ſtrength, but which it was at this juncture deemed highly neceſſary to reinforce with ſix ſhips of the line. The firſt intended enterprize of their united force was to intercept the Aſſogues ſhips, which were daily expected at Cadiz from Vera Cruz, laden with the uſual tribute of treaſure, the annual produce of that part of the weſtern world dependant on Spain. This fleet was actually on its paſſage, and ſteering a courſe which would have inevitably thrown them into the hands of the Engliſh, but unfortunately admiral Pizarro, who commanded the convoy, having, by mere accident, received information of the ſituation of affairs in Europe, he ſtretched to the northward, and inſtead of making the Madeiras, and ſteering for Cadiz by that which was the uſual route, he ſtood away to the northward of the Bahamas, and returned to Europe in the track uſed by the ſhips bound from the Weſt Indies for the Britiſh Channel. He actually made the Lizard; and from thence ſtanding over to Uſhant, by creeping cloſe under the ſhore he eluded the vigilance of the Britiſh cruiſers, both off the coaſt of Spain and in the bay of Biſcay, and arrived in perfect ſafety at the port of St. Andero.

Not long after this diſappointment Mr. Balchen returned to England and had the command of a ſquadron in the Channel, during the latter end of the year 1740; but,

* He was, however, on the 2d of March 1735-6, promoted to be vice-admiral of the red.

as neceſſarily muſt be the fate of all equipments ſtationed in a part of the world where there is no enemy to contend with, we have nothing farther to recount than merely that he was thus employed. On the 9th of Auguſt 1743, he was promoted to be admiral of the white, and early in the next year was appointed, as a very juſt reward for his long and faithful ſervices, to be governor of Greenwich-hoſpital, as ſucceſſor to ſir John Jennings, who died on the 23d of December 1743. Soon after this time he received the honour of knighthood. It might now have been naturally expected that he would, in this very honourable retirement, have been permitted to paſs the remainder of his days in that enviable tranquillity which a noble and good mind muſt naturally enjoy, from a reflection of having been uniformly employed in the honourable purſuit of public virtue, untainted, uncontaminated by the private vices of avarice or oppreſſion. Such, however, were the neceſſities of his country, and ſuch the ſpirit of this gallant man, that even at the very advanced age he had now reached, an age felt more ſeverely in conſequence of infirmities naturally induced by ſo long and active a ſervice, that, in the year 1744, he accepted the command of the fleet expeditiouſly equipped for the purpoſe of releaſing ſir Charles Hardy, who was blocked up in the Tagus with a ſquadron of eleven ſhips of the line and a bomb-ketch, by a very ſuperior force under the count de Rochambault.

By the beginning of July a fleet of fourteen Britiſh ſhips of the line had rendezvouſed at Spithead, and ſir John hoiſted his flag as commander-in-chief on board the Victory of one hundred and ten guns, the largeſt and fineſt ſhip in the navy. She was manned with a choſen crew of 1100 men; and had, beſides, upwards of fifty young gentlemen on board, ſome of them belonging to families of the firſt diſtinction, who entered as volunteers, ambitious to ſerve, and learn the firſt rudiments of naval tactics under ſo worthy and able a commander. On the 15th a ſquadron of ſeven Dutch ſhips of the line and two frigates came up to Spithead, under the command of four admirals; and ſir John having a ſpecial commiſſion for that purpoſe, aſſumed the command of the whole.

This

This formidable fleet * did not, however, leave Spithead till the 7th of Auguſt, when it proceeded for Portugal and the Mediterranean, with upwards of two hundred ſail of merchant-ſhips under its convoy. Encumbered as the admiral was with this very valuable and extenſive charge, and impeded alſo on his paſſage by contrary winds, he did not arrive off the rock of Liſbon till the 9th of September, and ſir Charles Hardy immediately joining him with his ſquadron, and the ſtoreſhips which were with him, they both proceeded for Gibraltar, the reinforcement of which garriſon, as well as to recruit its proviſions and military ſtores, had been the firſt object of ſir Charles's voyage.

The French admiral, on the firſt information of the approach of this very formidable force, prudently reſolved to retire and ſecure himſelf in the harbour of Cadiz; a reſolution, happily for him, he carried into effect before the arrival of the combined fleet. Gibraltar was therefore ſuccoured and put in the beſt poſture of defence without any oppoſition on the part of, or, indeed, even ſeeing the enemy. When this part of the deſtined ſervice of the ſquadron was effected, ſir John proceeded to cruiſe off the coaſt of Portugal for ſome days, ſtill entertaining hopes

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* Which conſiſted of the following ſhips:

Britiſh diviſon.

Sir John Balchen, admiral, in the Victory.

Ships.	Guns.
Hampton Court	70
Auguſta	60
Captain	70
Victory	110
Princeſs Amelia	80

Vice-admiral Martin, in the St. George.

Falkland	50
Suffolk	70
St. George	90
Exeter	60

Vice-admiral Stuart, in the Duke.

Sunderland	60
Monmouth	70
Duke	90
Prince Frederick	60
Princeſs Mary	60
Etna and Scipio	fireſhips, and
Fly ſloop.	

Dutch Diviſion.

Ships.	Guns.
Haerlem, admiral Baccherest	70
Dordrecht, vice adml t'Hooft	54
Damiata, vice-adml Schryver	64
Leeuwenhorſt, rear-adml Reynſt	54
Edam, captain Trenſel	54
Aſſendelft, —— Boudaen	54
Delft, —— Welleſteyn, and Two frigates.	

that

that monſ. Rochambault would leave his place of ſecurity while the relief of Gibraltar was effecting, in hopes of eluding the Britiſh fleet and getting back to Breſt. In this ſir John was diſappointed: and finding at laſt, after an ineffectual cruiſe of ſome days, that the enemy cautiouſly confined themſelves to the harbour of Cadiz, he quitted the coaſt of Gallicia on the 28th of September, and on the 30th entered the bay of Biſcay on his return to England. A violent ſtorm diſperſed the whole fleet on the 3d of October, and many of the ſhips were with the utmoſt difficulty prevented from foundering: they all, however, arrived at Spithead, in a very ſhattered ſtate, by the 10th of October, the Victory excepted. This noble ſhip ſeparating from all her companions, was ſuppoſed to have ſtruck on the eaſkets, a ridge of rocks, near Alderney, on the 4th. Fate thus in one inſtant overwhelmed a moſt worthy and able commander with nearly twelve hundred of his brave aſſociates, and deſtroyed a ſhip which was juſtly, at that time, the pride of Britain and terror of her enemies.

The inhabitants of Alderney are ſaid to have heard repeated ſignals of diſtreſs made during the night; but from the darkneſs, added to the violence of the tempeſt, were totally unable even to attempt affording them any aſſiſtance. The whole nation was filled with the trueſt ſorrow at this dreadful and accumulated misfortune. The merits of the admiral himſelf, the diffuſed ſorrow of relatives, and the loſs of ſuch a number of brave men, ſeparately leſs honoured becauſe leſs known, all tended to encreaſe the public grief to a poignancy that had ſcarcely been felt ſince the loſs of the brave Shovel. Sorrow on ſuch an occaſion is the only tribute gratitude can pay to deceaſed merit; and the generous mind feels ſome relief in beſtowing it worthily. His majeſty was pleaſed to ſettle a penſion of five hundred pounds a year on lady Balchen; and a ſmall, but elegant monument, to perpetuate his memory, was erected in Weſtminſter-abbey *.

BLOWERS,

* On it is the following inſcription, which we have thought it not improper to inſert, as it very conciſely affords ſome intereſting biographical particulars.

BLOWERS, William,—was, on the 13th of July 1697, appointed commander of the Dolphin. His naval life was of exceeding ſhort duration, he having been, but for what particular reaſon does not appear, put on the ſuperannuated liſt, in the following year, with a penſion equivalent to the half-pay of the captain of a fifth rate. He enjoyed this till his death, which took place on the 14th of September 1720.

BLOYS, William,—was, on the 27th of Auguſt 1697, made captain of the Swan. We believe him to have retired from the ſervice not long afterwards, finding no other mention whatever made of him, except that he died on the 9th of Auguſt 1720.

"Sir John Balchen, knight, admiral of the white ſquadron of his majeſty's fleet, who, in the year 1744, being ſent out commander-in-chief of the combined fleets of England and Holland, to cruiſe on the enemy, was, on his return home, in his majeſty's ſhip the Victory, loſt in the Channel by a violent ſtorm; from which ſad circumſtance of his death we may learn, that neither the greateſt ſkill, judgment, or experience, joined to the moſt unſhaken reſolution, can reſiſt the fury of the winds and waves: and we are taught from the paſſages of his life, which were filled with great and gallant actions, but accompanied with adverſe gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful ſervice he had paſſed, when, being juſt retired to the government of Greenwich-hoſpital, to wear out the remainder of his days, he was once more, and for the laſt time, called out by his king and country, whoſe intereſt he ever preferred to his own; and his unwearied zeal for their ſervice ended only with his life, which weighty misfortune to his afflicted family became heightened by many aggravating circumſtances attending it. Yet, amidſt their grief, they had the mournful conſolation to find his gracious and royal maſter mixing his concern with the general lamentations of the publick for the calamitous fate of ſo zealous, ſo valiant, and ſo able a commander; and, as a laſting memorial of ſincere love and affection borne by his widow, to a moſt affectionate and worthy huſband, this honorary monument was erected by her.

"He was born February the ſecond 1669. Married Suſannah, the daughter of colonel Apreece, of Waſhingly, in the county of Huntingdon. Died October the ſeventh 1744, leaving one ſon and one daughter; the former of whom, George Balchen, ſurvived him but a ſhort time, for, being ſent to the Weſt Indies, in 1746, commander of his majeſty's ſhip the Pembroke, he died, at Barbadoes, in December the ſame year, aged twenty-eight, having walked in the ſteps, and imitated the virtues and bravery of his good, but unfortunate father."

BAGDEN,

BUGDEN, or BRIDGEN, Edmund, — was, on the 10th of March 1697, appointed captain of the Jersey. He was dismissed in a short time after, from this ship, by the sentence of a court-martial, for what particular offence does not appear, but it may be naturally concluded to have been of an heinous nature, for his judges were not content, as in ordinary cases, with simply dismissing him from his command, but condemned him to forfeit all his half-pay, which it had been customary to allow officers dismissed the service on common occasions.

COLE, Edward,—was, on the 27th of January 1697, appointed to command the Stromboio fireship. He, sometime afterwards, unhappily fell under a derangement of mind, which ended not but with his life, and of necessity compelled him not only to quit the service, but also obliged his friends to put him in confinement. He died in Bethlehem-hospital, but in what year is not known.

COULSEA, Christopher,—was, at the latter end of the year 1692, appointed second lieutenant of the St. Alban's, of fifty guns. Having served for some years in that station on board different ships, he was, on the 10th of December 1697, made captain of the Speedwell. In the month of May 1698, he was ordered for the West Indies, where he arrived in safety on the 27th of July. A dangerous and desperate conspiracy was formed on board his ship while on its passage to Barbadoes, to surprize and murder the principal officers, and afterwards run away with the ship. This villainous design was happily, however, discovered before the miscreants concerned, thought their plot ripe enough to be carried into execution. The ringleader, one Jonathan Bear, a midshipman, and some others, who had been most active in promoting the scheme, were secured and sent home to England, to be tried. Captain Coulsea unhappily did not long survive his arrival at Barbadoes, dying there on the 21st of September 1698.

CROFTS, Henry,—was, on the 11th of August 1697, appointed to command the Hunter fireship. He did not live to obtain any consequential command, or to distinguish himself in a way entitling him to public notice, dying on the 16th of December 1702.

DUNBAR, Robert,—towards the end of the year 1692, was appointed 4th lieutenant of the Victory, a first rate. He was, after ſerving in the ſame rank on board ſeveral different ſhips, promoted, on the 28th of June 1697, to be captain of the St. Paul fireſhip. No other mention whatever is made of him. We have even been unable to diſcover the time of his death.

FOWLES, Henry,—early in the year 1693, was appointed ſecond lieutenant of the Hope. This ſhip was, in the year 1695, unhappily captured by a very ſuperior French force; and in conſequence of Mr. Fowles's very exemplary behaviour on that occaſion, he was, on the 28th of October 1697, which was very ſoon after his releaſe from captivity, promoted to command the Deal Caſtle. Soon after the acceſſion of queen Anne, he was appointed to the Scarborough, and ſent to the Eaſt Indies, where he died captain of the ſhip juſt mentioned, on the 24th of April 1704.

GARDNER, Martin,—was, about the end of the year 1692, appointed third lieutenant of the Rupert, of ſixty-ſix guns. We find no farther mention made of him till he was, on the 27th of May 1697, promoted to the command of the Queenborough frigate. No other notice is taken of him, nor are we even acquainted with the time of his death.

HARRIS, Barrow,—was, in the beginning of the year 1693, appointed 2d lieutenant of the Samuel and Henry, a ſhip of forty-four guns hired from the merchants, and ſent ſoon afterwards to New England under the command of captain, afterwards ſir C. Wager. We hear nothing more of him till he was, on the 13th of Auguſt 1697, promoted to the command of the Lightening fireſhip. He is ſuppoſed to have been appointed to the Sapphire frigate ſoon after the peace, and to have continued in that ſhip, principally on the Mediterranean ſtation, during the remainder of king William's reign. We do not meet with any information relative to him after this time till the year 1706, in which, as well as during the two or three ſucceeding years, he commanded the Aſſiſtance, of fifty guns, one of the Weſt India ſquadron, which, during the firſt part of captain Harris's command, was under ſir William

fields Whetſtone's orders, who was afterwards ſucceeded by ſir Charles Wager.

In 1708 he was the ſenior captain then on that ſtation; and we find him in that rank ſitting as one of the members of the court-martial held, on board the Expedition at Port Royal, on the 23d of July 1708, for the trial of the captains, Bridges and Windſor. He returned from the Weſt Indies ſoon after this, and quitted the command of the Aſſiſtance: after which he does not appear to have held any command till the year 1718; when he was appointed to the Bredah, of ſeventy guns, and ſent to the Mediterranean under ſir George Byng. At the memorable action with the Spaniſh fleet off Sicily, he was ſtationed as one of the ſeconds to the commander-in-chief, and behaved with the greateſt gallantry although the maneuvres of the Spaniards prevented the fleet from engaging in a regular line. In this engagement the Prince of Aſturias, of ſeventy guns, with rear-admiral Chacon's flag on board, ſtruck to the Bredah and Captain; the latter being commanded by captain Arch. Hamilton. The diſpute with Spain being terminated in the following year, in conſequence of the tremendous blow their navy ſuſtained on this occaſion; captain Harris had no other appointment till 1723, when he was made commodore of the ſmall ſquadron uſually kept at Jamaica, even in times of the moſt profound peace. He hoiſted his broad pendant on board the Falkland, and unhappily periſhed, together with his whole crew, in an hurricane, which overtook him on his return from thence on the 24th of March 1724-5.

HUGHES, Robert,—was appointed a lieutenant in the navy ſoon after the revolution; but we do not know in what particular ſhips he ſerved till the year 1693, when we find him ſecond lieutenant of the Suffolk. We are in the ſame degree of ignorance concerning him * till he was, on the 28th of June 1697, appointed captain of the Flamborough. He continued to command this veſſel during the whole of the enſuing peace; and on the acceſſion of queen Anne, and the re-commencement of war

* Except that we find him to have ſerved, in 1695, as firſt lieutenant of the Queen, at that time the flag ſhip of ſir Cloudeſley Shovel.

with France, was ſtationed in the German Ocean as a cruiſer. He diſplayed great activity and diligence in this employ, having captured ſeveral ſmall privateers, which infeſted thoſe ſeas, from the port of Dunkirk, and were at that time reputed the beſt ſailing veſſels in the enemy's ſervice. Towards the latter end of this year he was promoted to the Wincheſter, of fifty guns, and in 1703 accompanied ſir Cloudeſley Shovel to the Mediterranean, where, owing to cauſes already explained, too little was done by the whole fleet to enable us to deſcend to the particular ſervices of each individual and private commander.

We have not been able to collect any particulars relative to captain Hughes, from the time above-mentioned till the year 1708, when he commanded a ſhip of the line, one of the ſquadron ſtationed in the Mediterranean under ſir John Leake. He was appointed by that admiral commodore of a ſmall ſquadron ordered to cruiſe off the Streights mouth; in which ſervice he met with conſiderable ſucceſs, having, during the very ſhort time he was thus employed, taken and driven aſhore two of the enemy's frigates and a ſettee.

Although we do not meet with any other mention made of him, we believe him to have been principally employed on the ſame ſtation during the remainder of the war. In the year 1715 he was appointed to command the Plymouth, of ſixty guns, one of the ſhips ſent in that year, under ſir John Norris, to the Mediterranean. We believe him to have continued to ſerve on the ſame ſtation, as well as in the ſame ſhip, during the enſuing year, and to have been appointed, in 1717, to command the Devonſhire, of eighty guns; but we have not been able to make out the laſt appointment perfectly to our ſatisfaction. We do not find any farther mention made of this gentleman till the year 1726, when he commanded the Hampton Court, of ſeventy guns, one of ſir Charles Wagers fleet in the Baltic. On the 21ſt of April 1727, he was promoted to be rear-admiral of the blue; and having hoiſted his flag on board the very ſhip he had juſt before commanded as a private captain, ſailed immediately afterwards for the Baltic, third in command of the fleet ſent thither under ſir J. Norris. Soon after his return to England, that is to ſay, on the

4th

4th of January 1727, he was advanced to be rear-admiral of the white, as he was on the 29th of July following to be rear-admiral of the red. This promotion he did not long enjoy, dying on the 14th of March 1728-9.

JOHNSON, William,—was, on the 29th of March 1697, appointed captain of the Lizard frigate. This veſſel was put out of commiſſion after the concluſion of the peace at Utrecht, and captain Johnſon did not live to obtain any re-appointment. He died on the 31ſt of Aug. 1699.

KELLING, Jonathan,—entered into the navy towards the end of the laſt Dutch war. He attained the rank of lieutenant ſoon after the revolution; and, in 1693, was appointed firſt lieutenant of the Rocheſter, a fourth rate of forty-eight guns. We are ignorant of any other particulars relative to him, till we find him, on the 3d of March 1697, promoted to the command of the Maidſtone. He was ſoon after ſent to the Weſt Indies, where he died on the 20th of October 1698.

LAPTHORN, John.—Nothing farther is known of this gentleman, than that he ſerved as firſt lieutenant of the Crown, a fourth rate, in 1693; and was promoted, on the 5th of May 1697, to be captain of the Lizard. We have even been unable to diſcover the time of his death.

LONG, Richard,—was, on the 4th of December 1697, appointed captain of the Rupert Prize. After the acceſſion of queen Anne he was made maſter-attendant and captain of the Lewis Hulk at Jamaica; from theſe ſtations he was, on the 12th of September 1705, diſmiſſed by ſir William Whetſtone, who then had the chief command there. The particulars of his offence are no where mentioned. He is ſaid to have died ſometime in the year 1717.

MARTIN, Samuel,—was, on the 18th of October 1697, appointed captain of the Biddeford. We know nothing farther relating to this gentleman till ſome little time after the acceſſion of queen Anne, when he was appointed to the Blackwall, and employed for a long time as a cruiſer, in which ſervice he had tolerable ſucceſs. He was ſent, in Sept. 1705, with two other ſmall ſhips of war, to convoy the fleet bound to the Baltic, and was on his return from thence with the ſame ſhips of war, having under

their protection, all the merchant veſſels that had completed their lading in time to return with them, when they unfortunately fell in with the Dunkirk ſquadron, commanded by M. de St. Paul. It conſiſted of five ſtout king's ſhips, and as many large privateers, which were joined, after they had put to ſea, by ſeveral more. Againſt theſe formidable, and, indeed, tremendous odds, the Engliſh commanders contended with a bravery that deſerved a much better fate. After an obſtinate defence they were all taken.

Captain Martin fell in the engagement, as well as the French commodore, St. Paul, the latter is ſaid to have been an officer ſo highly eſteemed by the French king, that when it was reported three Engliſh ſhips of war, together with twelve merchant-ſhips, were carried into Dunkirk, but that St. Paul had fallen in the encounter, the king anſwered with a ſigh, "Very well, I wiſh they were all ſafe in any Engliſh port, provided that would reſtore me M. de St. Paul." The above event, deemed unfortunate even by the victors, took place on the 20th of October 1705.

MAUGHAM, George.—The firſt commiſſion we find granted to this gentleman was dated on the 1ſt of October 1692, appointing him ſecond lieutenant of the Reſerve. We hear nothing farther of him till he was, on the 5th of June 1697, promoted to the command of the Lincoln, a fourth rate of ſixty guns. This gentleman's name was, by ſome accident or other, omitted in an official liſt of officers commanding ſhips of the line, and dated ſoon after this time; nevertheleſs, we entertain no doubt of the above appointment. He afterwards commanded the Kinſale; in which ſtation he was unfortunately killed, at Barbadoes, on the 28th of Auguſt 1702: whether he fell in a duel, or by ſome natural accident does not appear.

MITCHEL, Henry,—was appointed a lieutenant in the navy ſoon after the revolution; and, in 1692, was promoted to be ſecond lieutenant of the Sandwich, a ſecond rate of ninety guns, commanded by captain Woolfran Cornwall. We know not what commiſſions he held after this time till the year 1697, when he was, on the 1ſt of October, appointed captain of the Phœnix fireſhip.

After

After the acceſſion of queen Anne he was promoted to the Plymouth, a fourth rate. This ſhip unhappily foundered at ſea, the captain and all the crew periſhing with her, on the 11th of Auguſt 1705.

MOORE, Joſeph, or Joſhua, — was appointed third lieutenant of the Monmouth, of ſixty guns, at the latter end of the year 1692. We hear nothing farther of him till the 8th of January 1697, when he was promoted to be captain of the Flame fireſhip. He was immediately afterwards advanced to the command of a ſhip of the line, which was put out of commiſſion ſoon after the peace at Ryſwic took place, and captain Moore remained unemployed during the remainder of king William's reign. Immediately after the acceſſion of queen Anne he was appointed captain of the Mary galley, a frigate of thirty-four guns, and at that time employed as a cruiſer; in this ſervice he was remarkably diligent; and ſucceſsful enough to capture ſeveral of the enemy's ſmaller privateers, and ſome of their merchant veſſels. He was ſometime afterwards promoted to command the Monk, on board which ſhip he unhappily ſhot himſelf, either on account of ſome private diſcontent, or what is more probable, ſome temporary inſanity, on the 27th of February 1705.

MORRICE, MAURICE, or MORRIS, Salmon,— for thus is his name variouſly ſpelt in various MSS. and by different hiſtorians and authors. The firſt commiſſion we find this gentleman holding is that of ſecond lieutenant of the York, a ſixty gun ſhip, commanded by captain James Killegrew. This appears to have been given him in the month of October 1692; and after this time we find no mention made of him till he was, on the 14th of May 1697, appointed captain of a ſmall frigate, called the Royal Tranſport, or, as we are rather inclined to believe, the Royal Eſcape, a ſmall veſſel ſtill kept in the navy to commemorate the preſervation of king Charles the Second. We hear nothing farther of him during the reign of king William; and perhaps there are very few perſons who have ever obtained the rank of a naval commander, of whoſe early life and ſervice we are more ignorant than of thoſe of this gentleman.

Not long after the acceſſion of queen Anne he was appointed captain of the Advice of fifty guns; but we do

not

not find any more remarkable mention made of him, than of his having captured, in June 1704, a ſmall French ſhip of war, mounting eighteen guns, which was afterwards taken into the ſervice and called the Advice Prize. He was after this time principally employed on the Mediterranean ſtation; but we do not find any poſitive mention made of him till the year 1712, when we find him ſerving in the Liſbon ſquadron under vice-admiral Baker, and appointed by him commodore of a ſmall force ſtationed off the Streight's mouth, while he himſelf was engaged in cruiſing off the Weſtern iſlands for the Brazil fleet.

We do not, ſingular as it may appear, find any mention made of him after this time till the year 1723, when he was appointed, in the month of April, to command the Sandwich, a ſecond rate of ninety-ſix guns, one of a number of ſhips ordered to be immediately equipped, but on what particular occaſion was a ſecret, and which being known only to the adminiſtration of that time, will now, conſequently, ever remain ſo; for it never was made public, but died, like moſt other abortive expeditions, with thoſe who contrived it.

In 1726 we find him captain of the Naſſau, of ſeventy guns, one of the fleet ſent in that year, under ſir Charles Wager, to the Baltic, and appointed to command, with the rank of commodore, the third diviſion of the fleet. Nothing memorable enough to merit relation took place during this expedition. But in the following ſpring a ſquadron being again ordered to the ſame part of the world, under ſir John Norris, captain Morris was, on the 21ſt of April, juſt before ſir John was ready to put to ſea, advanced to be rear-admiral of the White, yet he was not appointed to any command in that fleet, nor, as we believe, was he again employed: he, nevertheleſs, partook regularly of the progreſſive promotions * which took place in the navy from this time till the year 1732; an honourable compliment, if it is not a miſapplication of the term to call it ſo, which his long ſervice and highly eſteemed character juſtly entitled him to, and which it would have

* On the 4th of January 1727-8, he was appointed rear-admiral of the red; on the 19th of July 1728, vice-admiral of the blue; and, on the 29th of June 1732, vice-admiral of the white ſquadron.

been

been an high act of public injuſtice to have withheld from him. In the month of March 1733-4, worn out with age, infirmities, and long ſervice, he retired on a penſion of 450l. a year, which he enjoyed till his death, which happened on the 27th of March 1741.

NOBLE, Mark.—The firſt information we have of this gentleman is, that he was ſecond lieutenant of the Dutcheſs, a ſecond rate, in the month of June 1696; how long before this he obtained the above rank we cannot preciſely ſay, but we believe a ſhort time only, as we have reaſon to ſuppoſe his promotion in the navy was remarkably rapid. On the 12th of July 1697, he was appointed captain of the St. Vincent, a fireſhip, which had been formerly a ſmall frigate taken from the French. He was in a very ſhort time after promoted to the Dunwich, and ſent, in the month of February 1698, to Cadiz and the Mediterranean. He died, commander of the ſhip juſt mentioned, on the 22d of March 1701.

Rear-admiral Hardy, in his liſt of naval commanders, adds, as a remark, that he was diſmiſſed the ſervice from the *Dulwich*. Of this circumſtance we find no mention made in any other place; and ſuppoſe the alteration of the ſhip's name to have been merely an errour of the preſs, there not being any ſuch ſhip as the Dulwich in the ſervice.

ORMEROD, Charles,—is entitled to a place here, only from having been, on the 15th of February 1697, appointed captain of the Lightening fireſhip.

SEARLE, Henry,—is nearly in the ſame predicament; we know only he was appointed fifth lieutenant of the Sandwich, a ſecond rate, in 1695; and being afterwards removed into ſome ſhip ſent to the Weſt Indies, was there promoted, on the 5th of June 1697, to be captain of the Flame fireſhip. This veſſel unhappily foundered at ſea on the 22d of Auguſt following, being then on its paſſage home to England; the captain and the whole crew periſhed with her.

SPANN, Jonathan. — We do not find any mention made of this gentleman previous to his appointment, on the 25th of February 1697, to be captain of the Virgin Prize. The peace at Ryſwic taking place ſoon after this time, he had no opportunity of diſtinguiſhing himſelf ſo

as

as to enable us to say any thing particular concerning him, or even to aſcertain with any degree of preciſion, whether he remained in commiſſion during the continuance of the peace itſelf. On the acceſſion of queen Anne, and the recommencement of the war with France, he was appointed to the Sorlingues, a frigate of thirty-two guns, being of the ſame force with that he before commanded. He was ſent in 1703 to Newfoundland, where he met with much ſucceſs, having captured ſome valuable prizes, one of them a ſhip of war mounting twenty guns. The different ſervices in which he was employed after this time, were, unhappily for him, ſo little conſequential, that we do not find any mention made of him till the year 1706, when we believe him to have been ſent to India*, being then commander of the Norwich, a fourth rate of fifty guns, to convoy thither a fleet of merchant-ſhips. He himſelf, as well as the other commanders, returned from thence, with ſix India ſhips under their protection, towards the cloſe of the following year. We again find no mention made of him for an interval of three years; but early in 1710 he was ſent out with a ſmall ſquadron to the Weſt Indies, on which ſtation he was appointed commodore and commander-in-chief, as ſucceſſor to ſir Charles Wager. The French had at that time no naval force in the Weſt Indies for him to contend with†; and therefore the equipment of this ſquadron was intended merely to prevent any ſudden ſurprize, by ſuch ſmall force as the

* Together with the Litchfield, captain T. Smith, and the Woolwich, captain R. Thompſon.

† Mr. Burchet, in his account of this expedition, ſays captain Spann ſailed from England, with the Rupert and two fourth rates, on the 30th of January; and after he had ſeen his convoy to Barbadoes and the Leeward iſlands, proceeded to Jamaica: but it does not appear that any thing took place, during the time he held this command, more worthy of remark, than that he took two prizes of inconſiderable value, one a ſhip, the other a ſloop, off cape Maize, in the iſle of Cuba; and forced two ſhips aſhore on the weſt end of Hiſpaniola, one mounting thirty, the other fourteen guns. The largeſt of theſe ſhips the commodore ſent his lieutenants, with the boats manned and armed, to take poſſeſſion of, the officers and men having been obliged, by the fire of the Engliſh ſhips, to quit her. They, however, had taken the precaution to ſet her on fire before they left her, and ſhe blew up, fortunately before the boats reached her; the ſmaller ſhip was ſunk.

enemy

enemy might be able to send out without being observed at home, and also to prevent those piratical depredations that might be committed by their privateers.

The enemy made no attempt of either kind; but if, through this inoffensive disposition on their part he had no opportunity of acquiring popular fame, his civil conduct was, at least, so irreproachable, and his manners so conciliating to the merchants, and others with whom he was in his public character more materially connected, that he experienced from them, on all occasions, the highest attention and respect; and left them, a happiness attained to but by few, more particularly in those days, without deserving, or even incurring their censure.

After his return to England he continued captain of the Rupert; which ship, as has been already stated, he carried out when he was first invested with the West India command. The same inactivity on the part of the enemy prevailing in Europe that did in the West Indies, captain Spann had no opportunity of signalising himself during the short remainder of his life. He died on board the Rupert, at Portsmouth, on the 30th of August 1712.

TREVOR, Tudor,—is very reasonably supposed, from his name, to have been a descendant of one of the younger branches of the very ancient family of Trevor*. The first

* Of which Collins affords a very long heraldic account.

"The noble family of Trevor (says he), is one of the principal families in Wales, deduced by the Welsh heralds from Roard Witedick, father to Eignian Yothey, which Eignian held the lands of Gwersthon in Powysland, and was grandfather to Kariodock Vreichvras, earl of Hereford and Marchiones, in the time of prince Arthur, who began his reign anno 516.

"But the first that bore this name was Tudor Trevor, earl of Hereford, lord of Rheinghe, grandson of Kariodock aforesaid. He married Ambarat, daughter of Howel Dha ap Kadell, prince of North Wales; and from him lineally descended, in succeeding ages, another Tudor, whose great-grandfather, Seyrorith Hen ap Owen ap Bleddyn ap Tudor, had in marriage Adamet, daughter and heir to Griffith ap Meiler ap Elidor, by Asharet his wife, daughter and heir of Llewelyn ap Merrick ap Kasadon ap Jeffry ap Guergant, and had issue by her Jenworth, junior.

"And although surnames were not fixed in these dominions till the reign of Henry VIII. yet I find a like name, and of authority, in Ireland, in the annals of that kingdom, A.D. 1361, where Joane is mentioned as wife to Geffry, lord Trevers.

"Moreover

firſt information we have of this gentleman, in the line of his profeſſion, is, that he was, on the 8th of October

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" Moreover there was John Trevers, or Trevaur, the 14th biſhop of St. Aſaph; and another of that name, who was the 19th biſhop of the ſame ſee; and likewiſe chamberlain of Cheſter in 8 Richard II. A.D. 1380, and continued ſo to 6 Hen. VI.

" Jerworth Vichan aforeſaid, had iſſue four ſons; and from one of them the family of Moſtyn is derived, for Thomas, in the time of Henry VIII. took the name of Moſtyn, from the place of his nativity and ancient inheritance, by advice of the judge, who diſapproved the genealogical way of appellation, uſed by the Welſh, as tedious; this Moſtyn at that time being called, at the pannel of a jury, by the name Thomas ap William ap Thomas ap Richard ap Howel ap Evan Vaughan, &c.

" Thoſe of the name of Jenkyns, with divers others, are alſo branches of this family, and bear the ſame coat of arms.

" Jerworth Voel, another of the ſons of Jerworth Vichan, married Gwladus, daughter and heir of Jerworth ap Griffith ap Brockwell, and left iſſue Ednevet Gam, who married Giolades, daughter and heir of Madoc Eignion ap Edwin, by whom he had ſeveral ſons.

" The ſecond ſon was David, the fifth Jevan, anceſtor to the Howels, and the Hoſiers, both of Woodcote, in the county of Salop; and the Hoſiers, of Creakton, in the ſame county.

" David married Gwenwhyſer, daughter of Adda Goch, and had iſſue Edward ap David, who died 1448. He married Aukeret, daughter of Robert Puliſton, of Emral, by whom he had two ſons; John, and Richard, progenitor to the Trevers of Oſwaldſtree, in the county of Salop.

John (the eldeſt ſon, as likewiſe his brother) took the name of Trevor, and was ſeated at Brynkynate; and died in 1494, having had iſſue by his wife Agnes, daughter and heir to Peter Cambre, of Poole, five ſons, which laid the foundation of as many ſeveral branches: 1. Robert, who ſucceeded his father at Brynkynate, married Catharine, daughter and heir of Llewellin ap Ithele de Mould, and had poſterity: 2. Edward, who wedded Anne, daughter of Geffry Kyffin, of Caffin, and had two ſons, John and Thomas; and from him deſcended (probably) colonel Mark Trevor, a loyaliſt to king Charles I. and by him ennobled in Ireland, whence the viſcounts Dungannon proceeded; which colonel Mark Trevor had to wife Anne, daughter and heir of John Lewis, eſq. and relict of John Owen, eſq. ſon and heir of ſir Hugh Owen, of Orielton, in Pembrokeſhire, knt. and bart. but had no iſſue: 3. Richard Trevor, of whom hereafter: 4. Roger Trevor, of Playnkenwich, who married Gwenorilla, daughter of Roſe Lloyd ap Gruff ap Enion, of Gedroi, and left poſterity: 5 Thomas, who married Margaret, daughter of John Hanmer, of Lightwood, and left iſſue."

N. B. From Richard Trevor, the third ſon, the preſent lord Viſc. Hampden is deſcended.

1697,

1697, appointed commander of the Dunwich, in which ſhip he continued, though unnoticed, during, at leaſt a conſiderable part, if not the whole remainder of king William's reign. On the acceſſion of queen Anne he was promoted to the Triton of fifty guns, and during the years 1702 and 3, was employed at home as a cruiſer. He was laying in Yarmouth road during the great ſtorm, which happened on the 26th and 27th of November in the latter year, and though in ſo expoſed a ſituation happily weathered it without experiencing the ſmalleſt injury, inſomuch that, as ſoon as the tempeſt abated, he was diſpatched to ſea in ſearch and ſuccour of any ſhips that were unfortunate enough to be diſmaſted and ſurvive the hurricane, with that, or any other partial and remediable diſaſter.

In the following year he accompanied ſir Cloudeſley Shovel to Liſbon, who was ſent thither with a ſtrong reinforcement to the ſquadron which had ſailed ſometime before under ſir George Rooke. He behaved with ſingular gallantry at the battle off Malaga, which took place ſome time after the junction of their force, and had the good fortune to eſcape with a loſs comparatively trivial to what might have been expected in ſo long and deſperate an encounter, having had only five men killed and his firſt lieutenant and twenty-one men wounded. His conduct on this memorable occaſion ſo highly recommended him to the notice and favour of ſir George, the commander-in-chief, that he had the honour of being made the meſſenger of the victory. We hear nothing of him after this time till we find him, in 1706, captain of the Windſor, of ſixty guns, one of the ſquadron ſent to the Weſt Indies in that year, under commodore Kerr. Some mention was made of this gentleman in the petition preſented to the houſe of lords, by Mr. T. Wood, againſt the commodore; the particulars of which charge have been already noticed in the life of that gentleman*. But we have to remark, in juſtice to Mr. Trevor, that, notwithſtanding the accuſation might be juſt againſt Mr. Kerr, as principal, not the ſlighteſt part of it could be, in any degree, attached to Mr. Trevor as agent; the part he bore in the buſineſs alluded to being,

* Vol. II. p. 326.

to

to ſpeak of it in its harſheſt light, nothing more than being employed in the conveyance of a meſſage from his commander-in-chief to the complainant, the purport of which he, the meſſenger, never complied with. It is not at all improbable the completion of the bargain was fruſtrated by Mr. Trevor himſelf, who might properly reflect on the diſgrace that would attend its being carried into execution. We are confirmed in this idea by finding, on the re-commencement of a ſecond treaty between the above-mentioned parties, that the ſhare captain Trevor was formerly to have borne in it was now confined to other hands, namely, captain Bowler, of the Experiment.

He continued to command the Windſor under ſir C. Wager, who ſucceeded the commodore; and we find him 2d captain in rank on the court-martial convened, at Jamaica, for the trials of the captains, Bridges and Windſor, on the 23d of July 1708. In the month of September he was promoted to the Monmouth, a third rate of ſeventy guns, newly arrived from Europe, his old ſhip, the Windſor, being ordered home as unfit for farther ſervice, without a thorough repair. Rear-admiral Wager himſelf returned to England in the month of October 1710, leaving captain Trevor commander-in-chief on that ſtation pro tempore. He was relieved by commodore Spann, and returned to Europe in the following ſpring.

We do not find any mention made of captain Trevor after this time till the year 1717, when we believe him to have commanded the Exeter, of ſixty guns, one of the fleet deſigned for the Baltic under ſir George Byng, as he did, in 1721, the Medway, of the ſame force, ordered on the ſame ſervice as the former, in the fleet commanded by ſir John Norris. In 1726 he was appointed to the Elizabeth, of ſeventy guns, in which he ſailed, for the third time, to the Baltic, under the orders of ſir Charles Wager, being ſtationed in the line as one of the ſeconds to ſir George Walton, the ſecond in command. This expedition was equally unintereſting with thoſe which had preceded it; and we have no reaſon to ſuppoſe that, after the concluſion of it, capt. Trevor ever went again to ſea. In 1736 he retired altogether from the ſervice, on being appointed a captain in Greenwich-hoſpital. In the following year he was promoted, upon the death of Mr.

Soanes, to be the lieutenant-governor of the ſame, but unhappily did not long enjoy this honourable advancement, dying on the 28th of January 1739-40.

WALTON, Sir George,—was a man who, from ſome particular circumſtances, we believe to have been of obſcure origin, an homely truth, which muſt cauſe him to riſe with additional ſplendor in the public eſteem, as from thence we muſt be convinced he owed his attainment of the higheſt degree of popular favour, as well as that rank he ſo deſervedly reached in the ſervice, merely to his own merit, unalloyed by intereſt, or what is vulgularly called connexion, and miniſterial favour. We find him to have been appointed, in the year 1692, firſt lieutenant of the Devonſhire, of eighty guns. He in all probability had attained the rank of lieutenant ſome years before, but the particulars of his appointments have not come to our knowledge. In 1695 he was firſt lieutenant of the Reſtoration, of ſeventy guns, one of ſir Cloudeſley Shovel's diviſion in the main fleet: but it can ſcarcely be expected, we ſhould in this early part of his life, have it in our power to do more than barely record theſe biographical points, trivial and inſignificant as they are. On the 19th of January 1697, he was promoted to the command of the Seaford frigate. This ſhip being put out of commiſſion, and taken into dock for repair, after the concluſion of the peace at Ryſwic, we believe captain Walton to have accepted of the command of a Smyrna ſhip, called the Delaware; in which he continued for one voyage, or, at moſt, two. In the year 1699, he was captain of the Seahorſe, a ſmall frigate on the Mediterranean Station, but where he met with no occurrence worth recording.

The reſtleſs temper of Louis the Fourteenth rendering it more than probable it would be impoſſible to keep terms with him longer than while his inability to do miſchief prevented his natural genius and turn of mind from diſplaying itſelf, a fleet was ordered to be equipped for the Weſt Indies towards the end of the year 1701, and put under the command of vice-admiral Benbow, as has been already ſtated in the account of that gentleman *. Captain Walton, who was juſt before promoted to the

* See Vol. II. page 231, et ſeq.

command of the Ruby, a fourth rate of forty-eight guns, was one of the officers who accompanied him; and was alſo one of thoſe few brave men, to whoſe gallantry the admiral was, in the memorable action with Du Caſſe, indebted for his preſervation, in all probability, from captivity*. His conduct on that trying occaſion renders the higheſt praiſe and panegyric too feeble to do it proper juſtice: to every diſcouraging circumſtance, to every ſtudied cauſe of depreſſion, that the malignant hearts of ſeveral of his comrades could invent and contrive, his magnanimity and honourable ſpirit roſe ſuperior. Principally through his aſſiſtance, the traiterous intentions of the captains Kirkby, and others, were not only fruſtrated, but the French chef de Eſcadre himſelf, was happy to retire with the bare ignominy of a defeat, complete in every reſpect except that of his not becoming the priſoner of the Britiſh flag.

On his return from the Weſt Indies, in 1704, he was promoted to the Canterbury, of ſixty guns, and ſent to the Mediterranean in the following year, under ſir C. Shovel and the earl of Peterborough; who, by a ſtrange capriciouſneſs and turn of mind in miniſters, was appointed with the former, joint-admiral and commander-in-chief of the fleet. In the month of October he was diſpatched for England before the fleet, and brought the firſt confirmation of the ſurrender of Barcelona. He continued to command the Canterbury ſeveral years; and, in 1707, we find him one of the captains in ſir Thomas Hardy's ſquadron, at the time that gentleman was ſent to convoy the outward-bound Liſbon fleet. His fair and honourable teſtimony of the commander-in-chief's gallantry and good conduct in that affair, which drew on him ſo much unmerited obloquy, not only tended to produce his legal acquittal, but alſo contributed exceedingly to reſtore him to that degree of popular favour, which, to ſpeak candidly, he never deſerved to have forfeited.

After this time we believe captain Walton to have been principally employed in the Mediterranean; but we have been unable to aſcertain this fact to our own ſatisfaction, as well as to diſcover the preciſe time when he quitted the

* Vol. II. p. 235.

command

command of the Canterbury. The firſt ſpecific mention we find made of him is in the year 1711, at which time he commanded the Montague, of ſixty guns, one of ſir Howenden Walker's ſquadron, employed on the unfortunate expedition againſt Quebec; but in which, if he was unable to acquire fame, he had at leaſt the negative ſatisfaction of eſcaping all cenſure. We are again totally unable to give any account of captain Walton during a long, though, far as relates to naval affairs, a very unintereſting interval; for we do not find any mention made of him till the year 1718, when he again commanded his old ſhip, the Canterbury, and was ſent, under the command of ſir George Byng, to the Mediterranean. His very gallant behaviour in the memorable engagement with the Spaniſh fleet off Sicily is almoſt too well known to render any account of it neceſſary: it may admit of ſome diſpute, whether this gentleman derived a greater degree of popular favour from the gallantry his conduct itſelf diſplayed, or the very ſingular account he * rendered of it to his commander-in-chief, and the world. It became an univerſal topic of generous mirth, which applauded with a gratitude as unbounded, as the cauſe itſelf, taken altogether, was, perhaps, unprecedented.

However notorious this particular piece of naval hiſtory may be, it would certainly be an act of injuſtice not to give a conciſe detail of it. On the 11th of Auguſt the Britiſh fleet, which had, during the preceding day and night, been in cloſe purſuit of the Spaniards, having ſo conſiderably neared them as to render an engagement

* "Sir, Canterbury, off Syracuſe, Aug. 16, 1718.

"We have taken and deſtroyed all the Spaniſh ſhips and veſſels that were upon the coaſt, the number as per margin.

"I am, &c.

"George Walton."

"To ſir George Byng,
commander-in-chief, &c."

Mr. Corbet, in his account of the Sicilian expedition, quaintly and at the ſame time judiciouſly obſerves, "The captain was one whoſe natural talents were fitter for atchieving a gallant action than deſcribing one; yet his letter on this occaſion carries in it ſuch a ſtrain of military eloquence, that it is well worth inſerting."

unavoidable, the marquis de Mari, one of their rear-admirals, ſeparated from the body of the fleet and ran in for the Sicilian ſhore, with ſix ſhips of war, and all the gallies, ſtoreſhips, bombketches, and fireſhips. Captain Walton was immediately detached after them with ſix ſhips of the line, by the commander-in-chief, who himſelf purſued the remainder, and ſoon began to attack. The Argyle, which was the headmoſt ſhip of captain Walton's detachment, having got nearly cloſe up with one of the Spaniſh ſhips of war, fired a ſhot acroſs her, as is cuſtomary, to bring her to. The enemy taking no notice of it, the Argyle fired a ſecond, which was equally ineffectual: and the Canterbury, who was now approached very near, firing a third, the engagement commenced in earneſt immediately, by the Spaniſh ſhip returning the fire of the Canterbury with her ſtern chace.

The reſult is not only well known, but was, what was ſo conciſely ſtated in captain Walton's *diſpatch*. His prizes, and the ſeveral operations previous to their capture, would, as it is remarked by Campbell, "have furniſhed matter for ſome pages in a French relation," for from his marginal liſt referred to, it appeared he had captured four Spaniſh ſhips of war, one of them mounting ſixty guns, commanded by rear-admiral Mari himſelf, one of fifty-four, one of forty, and one of twenty-four guns, with a bomb veſſel and a ſhip laden with arms; and had burnt one ſhip of war mounting fifty-four guns, two of forty, and one of thirty, a fireſhip and a bomb-ketch.

His behaviour on this occaſion procured him the honour of knighthood immediately on his return; and ſome, among the reſt Mr. Corbet, have mentioned his promotion to be rear-admiral of the blue, which did not take place till the 16th of February 1722-3, as beſtowed on him for the ſame reaſon: but however ſir George, as we muſt now call him, might juſtly merit it, it is not to be reckoned among the liſt of his rewards, he having been advanced to be a flag-officer in conformity to the general cuſtom of the ſervice, and not till he, conſidered as a man of irreproachable character, would have been unjuſtly treated, had he not received it, even ſuppoſing he had not been preſent at the action off Cape Paſſaro. Sir George had no appointment in actual ſervice, as a flag officer, till

the year 1726, when, having hoiſted his flag on board the Cumberland, he was made ſecond in command of the fleet, ſent to the Baltic under ſir C. Wager; the cauſe and particulars of which expedition are to be found in that admiral's life*. On April 21, 1727, he was advanced to be rear-admiral of the red, and ſent out, in the month of October, with a reinforcement of four ſhips † of the line, to ſir C. Wager, who then commanded a ſquadron ſtationed at Gibraltar to cover that important place, and watch the motions of the Spaniards.

The rear-admiral was immediately ſent out to cruiſe off cape St. Vincent's, with a ſquadron of ſeven ſhips of the line beſides frigates. Sir George returned to England after a very unintereſting expedition, and arrived in Portland road on the 15th of January 1727-8, having been a few days before advanced to be vice-admiral of the blue. News of the death of vice-admiral Hopſon arriving in England in the month of July, ſir George was, on the 19th, advanced to be vice-admiral of the white. In 1729 he was appointed ſecond in command of the fleet under his old colleague, ſir Charles Wager; but this armament, which was intended merely as proviſional, having by its equipment only ſufficiently kept the Spaniards in awe, we do not believe it ever even put to ſea. In 1731 ſir George was again called into active ſervice, and hoiſted his flag in conſequence on board the Sunderland, of ſixty guns, at Spithead: but it appears alſo on this occaſion, as well as the former, that he did not put to ſea. On the 29th of June 1732, he was farther advanced to be vice-admiral of the red; as he was, on the 26th of February 1733-4, to be admiral of the blue. In the month of June following he commanded a ſquadron of thirteen ſhips of war at the Nore, which appears to have been the laſt appointment he ever held, for, in 1735, he retired altogether from the line of active ſervice on a penſion of 600l. a year. He died ſometime in the year 1740, and

* See Vol. II. p. 447.

† The Captain, (the flag ſhip) Bedford, Monmouth, and Grafton; they ſailed from St. Helen's on the 22d of October, and arrived at Gibraltar, after a very quick paſſage, on the 30th of the ſame month.

we think his character ſufficiently delineated by the foregoing account to render any remark or feeble attempt at panegyric unneceſſary.

1698.

BELVIN, Robert, — although regularly appointed captain of a ſhip of war, is ſcarcely entitled to a place here, except on account of the very extraordinary anecdote that attends his promotion, and which, not to ſpeak paradoxically, is the very reaſon why he has a leſs claim to the rank of a naval commander. After having regularly ſerved as a lieutenant, he was promoted to the command of the Trident on the 27th of January 1698, but never took out his commiſſion, having, in lieu of it, accepted of a purſer's warrant for a firſt rate!!! The time of his death is unknown.

BRISCOE, Edward, — is known only as having been appointed captain of the Sun Prize, a frigate of twenty-four guns, on the 8th of November 1698. No mention is made even of the time of his death.

DAMPIER, William.—The name of this gentleman, as a navigator, is too generally known to make it neceſſary for us to expatiate on his merit in that particular line. His celebrity recommended him, through the right honourable Mr. Montague, preſident of the royal ſociety, to the notice of the earl of Orford*, at that time

* Captain Dampier takes very grateful notice both of the patronage itſelf, as well as the cauſe of it, in this dedication of the ſecond volume of his voyages to that noble perſonage.

" My lord (ſays he) it is in acknowledgement of the favours your lordſhip has conferred upon me, that I preſume to place your name before theſe papers. The honourable perſon to whom I dedicated my former volume could not have taken a more agreeable way to befriend me, than by recommending me to your patronage, and I ſhall always retain a grateful ſenſe of it; and your lordſhip has been pleaſed to prefer me in a way ſuitable to my genius and experience, and wherein therefore, if in any way, I may be able to do ſomething towards the preſerving the good opinion you have been pleaſed to entertain of me."——Damp. Dedicat.

firſt

firſt commiſſioner of the admiralty, and through his intereſt he was, on the 26th of July 1698, appointed commander of the Roebuck, a ſmall frigate then equipping for a voyage of diſcovery. But it is neceſſary we ſhould firſt make ſome mention of his life and former voyages, which were the cauſe of his being entitled to a place here. He was born in the year 1652, being deſcended from a reſpectable family in the county of Somerſet; and conceived an early diſpoſition for adventure, eſpecially that particular ſpecies connected with maritime diſcovery and travel. He informs us he was not originally intended by his father and mother for the ſea, but that upon their death his guardians removed him from ſchool, where he had been placed by his parents; and after having cauſed him to be properly inſtructed in ſuch branches of knowledge as were calculated to render him ſervice in ſuch a ſtation, bound him apprentice to the maſter of a veſſel belonging to Weymouth.

Mr. Dampier very fairly exonerates thoſe who had the care of him from any blame that might be thrown on them for this apparent defeat of his parents intentions, by confeſſing, that in adopting the above meaſure they only complied with a very early inclination he had of ſeeing the world. He firſt began by making a ſhort voyage to France, and afterwards one to Newfoundland, at which time he was only eighteen years old. He tells us that he ſuffered ſo much from the ſeverity of the cold at the laſt place, that he for a time gave up all thoughts of purſuing a naval life; nevertheleſs, as if fate had pre-ordained his celebrity as a navigator, he relaxed from this reſolution on hearing of an Eaſt India ſhip that was then ready to ſail. He entered on board as a foremaſt-man, and continued in that ſtation during the whole voyage. He was not abſent from England much longer than twelve months: and the ſecond Dutch war breaking out ſoon after his return, he continued at home during the remainder of that year, living with his brother, who appears to have been a man of ſome property and eſtate in the county of Somerſet. In the enſuing ſpring he grew weary of ſo indolent a life, and entered on board the Royal Prince, the ſhip which carried the flag of ſir Edward Spragge.

He was preſent at both the firſt and ſecond actions which took place with the Dutch fleet in this year; but being taken very ſuddenly ill only a day or two before the third happened, was put on board an hoſpital ſhip, in which he was conveyed to Harwich, with a number of other ſick and wounded men. The war nearly concluding with the battle above-alluded to, and having continued ſometime in the hoſpital in a very weak and languiſhing condition, he went home to his brother, where, from better care and attention being paid him, he quickly recovered. The nation being at peace, and his health perfectly re-eſtabliſhed, he agreed to go to Jamaica, on an offer made him by a colonel Hillier, of Eaſt Coker, in Somerſetſhire, his native pariſh, to be his agent or ſteward in that iſland, under a Mr. Whalley. He continued with that gentleman for ſix months, and then entered into an employ in the ſame line under a captain Hemmings. This, however, ill-ſuiting his genius, and, perhaps, ability, he ſhipt himſelf with a captain Hudſel, who was bound to the bay of Campeachy, to load logwood.

They ſailed from Port Royal about the beginning of Aug. 1675, and met with no very extraordinary occurrence during the voyage. This ſhip returning to Jamaica, and the crew being diſcharged, Mr. Dampier engaged, in the month of February 1675-6, with a Mr. Johnſon, of New England, who was bound to the bay on an errand ſimilar to the former. This voyage was much longer than the preceding; and he did not return to Jamaica till the month of April 1678. He ſailed from thence for England, whence he again prepared to return to the bay of Campeachy, having embarked, early in the year 1679, as a paſſenger on board the Loyal Merchant, a trading ſhip bound for Jamaica. When he reached that iſland he changed his former reſolution, and having diſpoſed of ſuch commodities as he brought with him from England, for the purpoſe of trade, was about to return to his native country, when he was prevailed to alter his plan a ſecond time, and accompany a Mr. Hobby to the Muſquito ſhore.

They had proceeded no farther on their voyage than the weſt end of Jamaica, when all the men, himſelf excepted, deſerted his patron to go on a buccaneering expedition

dition to the Spaniſh main. After a few days Mr. Dampier, who was thus left alone with Mr. Hobby, was prevailed on to accompany them alſo. Their firſt expedition was againſt Portobello, which having ſucceeded, they ſet forth, on the 5th of April 1680, to march acroſs the iſthmus of Darien; and, when they reached the South Seas, embarked in ſuch canoes and veſſels as the Indians furniſhed them with. By the 23d of April they reached Panama, and after having in vain attacked Puebla Nova, in which aſſault they loſt captain Sawkings, who, till then, acted as their commander, ſteered their courſe to the ſouthward for Peru. They continued in the South Seas, variouſly occupied in cruiſing, though with indifferent ſucceſs, againſt the enemy, and quarrelling among themſelves, till the month of April 1681. A ſeparation then took place between the two contending parties; the moſt formidable of theſe continued with a captain Sharp, who had been choſen commander, though not unanimouſly, being thought, by Mr. Dampier and others, ill-qualified for ſuch a ſtation; while that gentlemen with the remainder, amounting to about fifty perſons, embarked to ſeek their fortune, furniſhed only with a large boat, or launch, and one or two canoes: theſe being far inadequate to the purpoſe, they took the firſt opportunity of bettering their condition, by ſeizing a bark laden with timber for Guiaquil.

After eſcaping a multitude of dangers from the Spaniſh guarda coſtas, Mr. Dampier and his people agreed at laſt, to run their veſſel on ſhore, and return back over the iſthmus to the Gulph of Mexico. They began their march on the 1ſt of May 1681, and, after a tedious and dangerous journey of twenty-three days, got on board a buccaneer, laying near the mouth of the river Conception, commanded by captain Triſtram, a Frenchman. This veſſel, with ſeveral others, manned with crews of the ſame profeſſion, continued cruiſing, with moderate ſucceſs, till the month of July 1682, when they put into Virginia. A new band of adventurers was here formed in the following year, conſiſting of ſeveral from among thoſe who came from the South Seas with Mr. Dampier, recruited by ſome newly entered men, ſo as to make up a crew of ſeventy perſons.

Their

Their veſſel, which was called the Cygnet, was well equipped for the intended ſervice, mounting eighteen guns, and well ſtored with every thing neceſſary for a cruiſe in the South Seas, whither it was determined to proceed. They ſailed from Virginia, on their intended voyage, on the 23d of Auguſt 1683, having choſen a Mr. Cook, who had come with them from the South Seas, as their commander. They paſſed through the ſtreights Le Maire and round Terra del Fuego, ſo that they did not reach the iſland of Juan Fernandes, in the South Seas, till March 22, 1684; but during their whole voyage they met with no occurrence worth relating, except their having met a ſhip in the South Seas, ſent from London on the ſame errand with themſelves, and commanded by a captain Eaton, with whom they all agreed to aſſociate, and join company.

Having refreſhed their people, they ſailed from the above-mentioned iſland, after a ſtay of ſixteen days, and cruiſed in the South Seas with very good ſucceſs, being afterwards joined by ſeveral celebrated adventurers in the ſame line. They made ſome valuable prizes; but their principal hope and purſuit was the capture, or at leaſt attack of the Spaniſh fleet, bound from Lima to Panama. They waited with much impatience for this expected object, which they at length got ſight of and chaced, on the 28th of May 1685, but by a dextrous maneuvre were thrown to leeward by the Spaniards, who, during the enſuing night, ſent one of their ſmall veſſels, with a light, to decoy the Engliſh, and by that means enable them to gain the weather gage. All their hopes of conqueſt were vaniſhed with the dawn; and the promiſed pleaſures of acquired wealth were totally ſuperceded by the anxiety of ſelf-preſervation: the Spaniards, who were to windward and far exceeding the buccaneers both in ſtrength and numbers, became themſelves the aſſailants; and had they not wanted courage to purſue their advantage properly, would, in all probability, have captured the greater part of the buccaneers. After this grievous diſappointment they ſtood farther to the northward, and were, by turns, unfortunate and ſucceſsful in a variety of petty enterpriſes which they undertook; the moſt memorable of which was, the ſurprize of the city of Leon, which was ſacked and burnt.

burnt. They continued afterwards to cruiſe on the coaſt of Mexico, where they met with very indifferent fortune *, till the 31ſt of March 1686, when, having parted company with all their former companions, and being now reduced to a company of one hundred and fifty perſons on board one ſhip and a tender, they took their departure from Cape Corientes, on the coaſt of California, for the Eaſt Indies.

They made the iſland of Guam on the 20th of May, and in good time, their proviſions being nearly all expended. A friendly intercourſe was ſoon eſtabliſhed, and continued to be kept up between the ſhips and the Spaniſh governor, notwithſtanding the latter was well appriſed of the profeſſion of his viſitors. Nevertheleſs, as he was neither able to withſtand an attack, nor the ſhips inclined to make one, which, though it proved ſucceſsful, they well knew would not repay them for the trouble and loſs they might probably ſuſtain, it appeared, as if mutually agreed, that hoſtilities ſhould be confined to the wealthy coaſts of Peru, or to ſuch encounters as would repay the courage of the victors, and that in every other part of the world, Spaniards and buccaneers ſhould meet as apparent friends. On the 2d of June they ſailed from Guam for Mindanoa, one of the Philipine iſlands, which they reached in ſafety on the 22d of the ſame month. They continued at this place till the middle of January 1687, when they left the river of Mindanao †, intending to cruiſe off Manila.

On

* For which Mr. Dampier aſſigns the following reaſon.

"We came on this coaſt (ſays he) full of expectations, for beſides the richneſs of the country, and the probability of finding ſome ſea-ports worth viſiting, we perſuaded ourſelves that there muſt needs be ſhipping and trade here, and that Acapulco and La Vera Cruz were to the kingdom of Mexico, what Panama and Portobel are to that of Peru, viz. marts for carrying on a conſtant commerce between the South and North Seas, as indeed they are: but whereas we expected that this commerce ſhould be managed by ſea, we found ourſelves miſtaken, that of Mexico being almoſt wholly a land trade, and managed more by mules than by ſhips, ſo that inſtead of profit we met with little on this coaſt beſides fatigues, hardſhips, and loſſes.

† While they continued here they nearly had their ſhip deſtroyed by the worm, as the tender actually was, owing to her not being ſheathed. Mr. Dampier gives us, on this occaſion, a ſingular inſtance of the knavery of the people, and particularly of their general.

Captain

On this ſtation they took two prizes of ſmall value, one of them of ſo little conſequence, that it was immediately releaſed. They continued thus occupied, though with very indifferent ſucceſs, till the month of May 1688. The repeated feuds and diſturbances that prevailed among the crew, their irregular riotous mode of conducting themſelves, and above all, the diſreputable occupation itſelf, all tended, at this time, to induce Mr. Dampier to quit them. After a little altercation, and ſubduing a few difficulties, he was at length put a ſhore on the iſle of Nicholas, with a Mr. Hall, and a man of the name of Ambroſe. After eſcaping many dangers he at laſt arrived at Bencoolen, where he was well received and appointed maſter-gunner of the fort there. Still, however, he continued uneaſy, anxiouſly waiting for an opportunity to return to England, which at laſt he happily effected, though much againſt the will of the governor, by creeping through one of the port-holes of the fort, and getting on board the Defence, a ſhip belonging to the Engliſh Eaſt India company, on the 2d of January 1691.

The dangers and difficulties he had ſo long encountered did not, however ceaſe after this ſtroke of good fortune, a dreadful ſcurvy broke out among the ſhips company, occaſioned by the unwholeſome water that was imprudently taken on board at Bencoolen, added to the condition of their proviſions, which were almoſt ſpoiled, the ſhip having been out three years. Such, however, were

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Captain Swan, the commander, had been induced, by the perſuaſion of this chief, to bring his ſhip into the river for convenience and ſafety; but it had not lain there long before the above-mentioned inconvenience was diſcovered, and the ſheathing ripped off, to be replaced by new work. The general was preſent at this operation, and was very much diſcontented and diſſatisfied when he ſaw the planking, adding, that he never knew a ſhip have two bottoms before. The reaſon of this ill temper was, the Mindaynayan thought that the ſhip muſt be in a ſhort time rendered unfit for ſea, and hoped, when that became the caſe, he ſhould get her guns, as he had thoſe of a Dutch ſhip not long before, and by the ſame dextrous maneuvre. Not long before the ſhip's departure a violent diſagreement took place between captain Swan and the crew; in conſequence of which he himſelf, and about thirty-ſix of his people, were left behind, the ſhip proceeding to ſea with the remainder, under a new commander choſen by them.

the

the exertions of captain Heath, the commander, that, in ſpite of theſe diſtreſſes, the ſhip was brought ſafe into the Cape in the month of April. The ſick being tolerably well recovered, and the place of thoſe who had unhappily died in ſome meaſure ſupplied by Dutch men, entered at the Cape by ſtealth, they ſailed from thence on the 23d of May, and after touching at St. Helena, arrived in the Downs without meeting with any remarkable occurrence on the 16th of September 1691.

Mr. Dampier had brought with him to England an Indian chief curiouſly tatowed, or, as he ſtiles it, painted. This perſon he had bought in India, in conjunction with a Mr. Moody, and he was for ſome time ſhewn for a ſight; but Mr. Dampier being in rather diſtreſſed circumſtances, was obliged to diſpoſe of a part of this ſtrange property, and by degrees, afterwards of the whole. He does not make any mention in his voyages how he was employed for eight years after the time of his arrival in England, ſo that we preſume him to have continued principally at home till he became commander of the Roebuck, as already ſtated. In this veſſel, which mounted only twelve guns, he ſailed from the Downs, on a voyage of diſcovery, with a fair wind, on the 14th of January 1698-9. Being victualled and equipped for a voyage of twenty months, he proceeded by Teneriffe and Brazil to the Cape of Good Hope, and from thence to New Holland; in the diſcovery of which he made conſiderable progreſs. He would have purſued his intentions, and indeed inſtructions, of acquiring a ſtill more perfect knowledge of that country, had he not been compelled, after ſailing up that extenſive coaſt for five weeks, to bear away for the iſland of Timor, in conſequence of his people being terribly afflicted with the ſcurvy, principally occaſioned by the water they had taken on board from that coaſt, which, though brackiſh, was the beſt they could at that time meet with.

Captain Dampier, his people having in ſome meaſure recovered their health and ſtrength, again ſailed from Timor, on the 12th of December 1699, and arrived off the coaſt of New Guinea on the 1ſt of January 1700. Here he made a conſiderable number of new diſcoveries, particularly of a large iſland which he called New Britain, having

having coaſted round it, and found out a paſſage, which has ever ſince borne his name. The time of the eaſtern monſoon approaching, he reſolved to ſteer for Batavia, where he arrived the beginning of July. He continued in that port till the 17th of October, and met with nothing very remarkable afterwards, during his paſſage to the iſland of Aſcenſion, which he got ſight of on the 21ſt of February. Between eight and nine o'clock in the morning of the 22d the ſhip ſprung a dangerous leak which quickly encreaſed in ſo violent a degree, that the chain-pump could not keep the ſhip clear. Every poſſible method was tried to remedy this diſaſter, at laſt, by the aſſiſtance of the hand-pump the ſhip was freed from water; and by continuing theſe exertions it was kept under. Early on the following morning captain Dampier ſtood for the bay and anchored there, at the diſtance of two miles from the ſhore, about nine o'clock. Every meaſure prudence or ingenuity could ſuggeſt or contrive, to remedy or leſſen their diſaſter, was immediately carried into execution. Theſe were unhappily all fruitleſs, for, after clearing the part of the ſhip where the defect was, in order to get at it within board, the plank was diſcovered to be ſo rotten, that, to uſe Mr. Dampier's own words, it broke away like dirt.

Nothing remained for Mr. Dampier to do in this diſtreſſed ſituation, but to endeavour, if poſſible, to ſave the lives of his people. The boats were hoiſted out although it was then dark, that the people might preſerve themſelves in caſe the ſhip ſhould appear likely to founder at her anchor. As ſoon as day broke they got up their anchor and endeavoured to run in ſhore, but the land-breeze prevented them from effecting this intention ſo well as they wiſhed, and expected. In the afternoon, on the ſpringing up of the ſea-breeze, they ran into ſeven fathom water, and afterwards warped the veſſel, by carrying out a ſmall anchor a-head, into three and an half, where they ſecured her. The greateſt exertions were now made to ſave ſuch articles as were more immediately neceſſary for their future exiſtence and preſervation; all the ſeamen's cheſts and bedding were got ſafe to land, upon a raft, by eight o'clock at night; and the next morning

all the ſails were unbent and carried on ſhore for the purpoſe of being converted into tents.

It was a conſiderable relief to their misfortunes that this iſland abounded with turtle; and, to add ſtill farther to their ſatisfaction, they diſcovered in a few days afterwards a ſpring of excellent water, though their joy was ſomewhat damped from its being eight miles diſtant from the bay where they landed, and where the major part of them were obliged to continue, for the purpoſe of making their diſtreſs known to the firſt veſſels that ſhould put in there. To men, however, who have no other employment than that of ſatisfying the neceſſities of nature, difficulties of this kind gradually become leſs intolerable. After continuing on this iſland, therefore, in a ſtate by no means ſo uncomfortable as that experienced by many other unhappy voyagers, the captain and his people were relieved from their anxiety by the arrival of three Engliſh men of war *, and the Canterbury Eaſt India ſhip, on the 3d of April. Captain Dampier immediately went on board the Angleſey with the greater part of his people, the remainder being diſperſed into the other ſhips.

Mr. Dampier and ſome of his officers afterwards removed into the Canterbury for the purpoſe of getting expeditiouſly to England, as the ſhips of war, having miſſed the iſland of St. Jago, were obliged to bear away for Barbadoes to procure water. Notwithſtanding, it was uncandid, and, indeed, ungenerous in the higheſt degree, to affix any thing like blame on this gentleman, becauſe of the already related accident and misfortune; yet we find there were not wanting thoſe, who were by no means thrifty of their cenſure: of this captain Dampier feelingly complains in his dedication to the earl of Pembroke †, of the third volume of his voyages. "The world (ſays he) is apt to judge of every thing by the ſucceſs; and whoever has ill fortune will hardly be allowed a good name. This, my lord, was my unhappineſs in my late expedition in the Roebuck, which foundered through perfect age near the iſland of Aſcenſion. I ſuffered extremely in my

* The Angleſey, Haſtings, and Lizard.

† Who was firſt lord of the admiralty during a part of king William's reign.

reputa-

reputation by that misfortune, though I comfort myself with the thoughts that my enemies could not charge any neglect upon me; and since I have the honour to be acquitted by your lordship's judgment, I should be very humble not to value myself upon so complete a vindication."

All the lists of naval officers, as well those in manuscript as that published by rear-admiral Hardy, have uniformly erred in their account of this gentleman. According to these he perished at the time the Roebuck was lost, on the 24th of February 1700. What could have led them into so gross a mistake we cannot pretend to say, for it is not only contradicted by the dedication above quoted, in which he says, "as the particular service I have now undertaken hinders me from finishing this volume, so I hope it will give me an opportunity of paying my respects to your lordship in a new one." But in the Gazette, No. 3906, is the following notification. "St. James's, April 18, Captain William Dampier being prepared to depart on another voyage to the West Indies, had the honour to kiss her majesty's hand on Friday last, being introduced by his royal highness the lord high admiral." It appears, however, that he did not sail on this expedition till the year 1704: in the course of it he took the town of Puna, in the South Seas; but putting into Batavia on his return, was there imprisoned by the Dutch, who seized on all his effects. He returned to England after his release, but does not appear to have ever afterwards been employed in the royal navy. There is indeed a report, that he was dismissed, or suspended from the service by the sentence of a court-martial for misbehaviour and ill-treatment of his officers and people: but this circumstance is by no means sufficiently established to warrant our positively asserting it. He afterwards accompanied the celebrated captain Woodes Rogers in his voyage round the world, in the capacity of master; and returned with him to England, where he arrived on the 1st of October 1711. No particulars are known relative to him after this time. The history of his voyages, particularly his first round the world, has been translated into most European languages, while his assiduity, and unremitted perseverance, has entitled him to a rank among the ablest navigators.

HUNTER,

HUNTER, Colin.—It is very apparent, from his name, this gentleman was of Scotch extraction. We hear nothing of him till he was, on the 24th of June* 1698, appointed commander of the Dolphin: he was diſmiſſed from this ſhip, and from the ſervice altogether, on the 7th of Auguſt 1700, but on what particular account does not appear.

MOSES, William,—the brother of captain John Moſes, of whom a ſhort account has been already given†, was appointed captain of the Winchelſea on the 13th of December 1698. He never was fortunate enough to obtain any command ſo conſequential as to afford him an opportunity of diſtinguiſhing himſelf out of the ordinary and unnoticed line of ſervice. This might, and we believe was, entirely owing to an infirm ſtate of health, under which he laboured, for a great number of years previous to his death. In conſequence of this natural and truly pitiable incapacity, he retired with a penſion as a ſuperannuated captain. He enjoyed this many years, if the term may be thought applicable to any perſon in the ſtate above-deſcribed. He died on the 3d of February 1740, having then attained his eighty-firſt year. A plain undecorated ſtone, affording us the above information, is laid over his remains in Deptford church-yard, where it alſo appears the remainder of his family was interred.

OAKE, John,—was, on the 9th of November 1698, appointed captain of the Queenborough frigate, and died on the 13th of January following.

SMITH, George,—was advanced to the rank of lieutenant in the navy ſoon after the revolution. He was appointed ſecond lieutenant of the Deptford, of fifty guns, in 1692; and after having ſerved in the ſame ſtation on board divers other ſhips, was, on the 21ſt of November 1698, promoted to the command of the Coventry. After the acceſſion of queen Anne he was advanced to be captain of the Warwick, of fifty guns, and ſent to the Weſt Indies, where he died on the 2d of November 1704.

* Others have, though erroneouſly, the date of this commiſſion to be the 4th of September.

† Vol. III. p. 82.

1699.

ALLEN, Bennet, — had the honour of being brought into the navy under the ſpecial countenance and protection of ſir Cloudeſly Shovel, a patronage which we are ſorry to ſay his ſubſequent conduct proved him to have been by no means worthy of. He was ſpecially recommended by the worthy admiral juſt mentioned, to be promoted to the rank of lieutenant, in the month of January 1695-6; and, through the ſame intereſt, after having on all occaſions deported himſelf highly to the ſatisfaction of thoſe under whom he ſerved, was advanced, on the 27th of February 1699, to be captain of the Maidſtone. After the acceſſion of queen Anne he was promoted to the Lark; from which ſhip he was diſmiſſed for miſconduct, by the ſentence of a court-martial, on the 5th of Auguſt 1703. Others, with much greater appearance of truth on their ſide, aſſert, that he was only fined three months pay. We adopt the latter as the moſt probable ſtate of his ſentence, for we find him not long afterwards captain of the Montague. His former cenſure had not the good effect of amending his conduct, for, in the year 1706, he was diſmiſſed from the laſt mentioned ſhip in the Weſt Indies for miſbehaviour, by the ſpecial order of the prince of Denmark, at that time lord high admiral. The particular cauſe of this order is no where given, except the general one of miſconduct on the repreſentation of governor Handaſide. He ſurvived many years, living, as we believe, totally in retirement till the time of his death, which happened not till the month of September 1750.

BILLINGSLEY, Rupert. — The firſt information we have of this gentleman is, that he was, on the 12th of January 1698, appointed commander of the Queenborough frigate. We hear nothing of him after this time till the beginning of the year 1704, when he was promoted to the command of the Litchfield, of fifty guns, and employed as a cruiſer during that year, princi-

principally in the German ocean, where he had the good fortune to make many prizes; the greater part of them, indeed, were of little conſequence, the largeſt a frigate of twenty-two guns, called the Sun Prize. We do not hear any mention of this gentleman during the year 1705; but in the enſuing ſummer we find him commanding a ſhip of the line in the Mediterranean, under ſir J. Leake, who appointed him to act as lieutenant-colonel of the regiment of volunteer ſeamen, raiſed for the purpoſe of aſſiſting in the reduction of Alicant. We have not been able to collect any other particulars relative to this gentleman, except the date of his death, which happened on the 15th of December 1720.

BOKENHAM, Robert*,—we do not find mentioned any where till the time of his appointment, on the 6th of May 1699, to be captain of the Coventry frigate. Previous to the acceſſion of queen Anne, and the recommencement of war with France, he was appointed to command the Chatham †, of fifty guns, and ordered on a cruiſe off the coaſt of France ‡. He diſplayed conſiderable activity in this employment after the rupture had taken place; but, nevertheleſs, was not happy enough to effect any ſervice more memorable, during ſome months, than that of capturing a ſmall ſloop of war, mounting eight guns. In the month of Auguſt, however, he was more ſucceſsful, having had the good fortune, in company with ſome other ſhips of war, to fall in with the Jaſon and Auguſte, two French ſhips of the line; the

* He was in all probability the brother of captain William Bokenham. See Vol. ii. p. 240.

† On the 26th of December 1701.

‡ Extract of a letter from Deal, dated March 25, 1703.

"Her majeſty's ſhip the Chatham, captain Bokenham commander, came this day into the Downes, having been on the French coaſt, with other of her majeſty's ſhips. Two days ago, being about two leagues to the weſtward of Dieppe, he chaſed a French ſnow, which running a-ſhore, he ſent his boat to get her off, as they did; but the country people came down, and made ſome reſiſtance; and the boat's crew firing upon them killed two of them, the reſt ran away. Yeſterday her majeſty's ſaid ſhips, being off Beachy Head, chaſed another ſnow, which was taken by her majeſty's ſhip the Charles galley, captain Taylor commander. She belonged to the French king, and carried ten guns and fifty-eight men. She came out of the port of Dieppe about four days before."

latter of which was taken after a very ſmart action, in which captain Bokenham had, as it will appear below, a very diſtinguiſhed ſhare*. He ſtill continued to command the ſhip juſt mentioned, as well as to be employed in the ſame line of ſervice, for a conſiderable time; and, in the month of January 1704-5, had the ſtill farther good fortune to fall in with a large French private ſhip of war, mounting 32 guns, called the Conſtable, of St. Maloes, which he captured after a ſmart action of an hour's continuance, in which the Chatham had eight men killed and wounded, the enemy thirty. This encounter took place about thirty leagues to the weſtward of Cape Clear. Not long after his return into port with his prize, he was appointed to command the Auguſte, the French ſhip of war, to the capture of which he had, as has already been ſtated, ſo eminently contributed. He died captain of this ſhip in the month of Auguſt 1707.

COCK, William, — was, on the 13th of November 1699, appointed to command the Harwich, a fourth rate of fifty guns. Sometime after the acceſſion of queen

* Lediard, who we believe is the only hiſtorian who commemorates this ſpirited little encounter, gives the following conciſe account of it. He is, however, as has been already remarked in the life of Mr. Littleton, in ſome meaſure miſtaken as to the place of action, which we have there explained, ſee page 39.

"About this time captain Robert Bokenham, who commanded her majeſty's ſhip the Chatham, of fifty guns, being a-head of the admiral, about two in the morning, fell in with two French ſhips of war, called the Jaſon and the Auguſte, which getting between her and the body of the fleet, ſhe engaged them at the diſtance of about piſtol ſhot; but when it was broad day-light, they, ſeeing our ſtrength, left her, and endeavoured to make their eſcape; whereupon ſhe chaſed them, and coming within gun-ſhot about noon, they exchanged their broadſides at each other: meanwhile ſeveral other ſhips of the fleet had an opportunity of getting near them. At five in the afternoon the French ſhips ſeparated; and about eight at night the Worceſter, of fifty guns, commanded by captain Thomas Butler, engaged the Jaſon, while the Chatham was in fight with the Auguſte; but it proving little wind, ſhe towed from her at ſome diſtance. At nine at night the Greenwich came along-ſide the Auguſte and engaged her till one o'clock; at which time ſhe being much diſabled, and the Medway, another ſhip of 50 guns, commanded by captain James Littleton, coming up, ſhe ſtruck, having four and fifty guns mounted, and four hundred and twenty men, commanded by the chevalier Neſmond; and being a very good ſhip, not above twelve months old, ſhe was added to our royal navy.

Anne,

Anne, he was made captain of the Dartmouth, a ſhip of the ſame rate as the former. The moſt conſequential ſervice in which we find any mention made of this gentleman, is that of convoying the Eaſt India trade to and from St. Helena, in which we believe him to have been uninterruptedly engaged from the year 1705 to 1708. During his two firſt voyages he was under the orders of captain Francis Hozier, but afterwards he appears to have been himſelf the commanding officer of the eſcort. During a ſhort time in the beginning of the year 1707, he was ordered to join the ſquadron in ſoundings, at that time commanded by ſir Thomas Hardy, but appears to have quitted him before he ſailed for Liſbon, to convoy the outward-bound fleet thither in the month of July. After this time we find no other mention made of him except that he was diſmiſſed the ſervice in the year 1715, on what ground is not ſtated, but it is not improbable to have been on account of a difference of political principles. The time of his death is not mentioned.

LETCHMERE, Edward, or rather, as we believe, Edmund,—was, on the 16th of March 1699, promoted to be captain of the Lynn. He was twice afterwards reappointed to the ſame veſſel, firſt on the 9th of July 1700, and again on the 26th of May 1701. After the acceſſion of queen Anne he was removed into the Lyme, and ſtationed to cruiſe in the Channel, a ſervice in which he met with conſiderable ſucceſs, having taken many prizes. He continued in the ſame line of employment till the time of his death, which happened on the 16th of Jan. 1703-4, in an action with a large French privateer off the Deadman. The enemy's ſhip mounted forty-ſix guns, the Lyme thirty-two only; but, after a deſperate engagement of three hours, the former was content to yield the honour at leaſt, of victory, to her very inferior antagoniſt, who was too much diſabled to prevent her flight. Captain Letchmere was ſo deſperately wounded in this encounter, that he died the next morning. Thirty-ſix of the crew were killed and wounded.

MITCHEL, Thomas, — was, on the 25th of July 1699, appointed captain of the Falmouth of fifty guns. We do not find any other mention made of this gentleman, except that he was put on the ſuperannuated liſt,

with a penſion, of 91l. 5s. per ann. by order dated July the 9th, 1708, and that he died on the 24th of February 1714.

RUMSEY, Edward. — We believe this gentleman to have been appointed a lieutenant ſoon after the revolution, but have no certain information concerning him till the year 1695, when he ſerved as firſt lieutenant of the Dutcheſs, of ninety guns, commanded by captain Ley, and employed during that year in the main fleet, being ſtationed in the line as one of the ſeconds to ſir Cloudeſley Shovel. He was afterwards appointed acting commander of a ſloop of war of ten guns, called the Jolly Prize. On the 1ſt of September 1699, he was promoted to the command of the Lizard frigate. After which time he experienced, in common with a number of other brave and diſtinguiſhed characters, the misfortune of being totally unknown and unnoticed, till we arrive at that fatal period which, while on one hand, it leads us to commiſerate his fate, on the other entitles him to the higheſt poſthumous praiſe and veneration.

In the year 1710, being then captain of the Pembroke, of ſixty-four guns, one of the fleet under ſir J. Norris, in the Mediterranean, and ordered on a cruiſe, in company with the Falcon frigate, commanded by captain Conſtable, they fell in with three French ſhips of war, one of ſeventy, a ſecond of ſixty, and a third of fifty-four guns. Againſt this very unequal force the Engliſh ſhips for a long time contended, with a valour meriting a much better fate: the Pembroke and Falcon were at laſt both compelled to ſurrender; but this did not take place till captain Rumſey was unhappily killed, and an hundred and forty of the crew killed or wounded. The ſhip itſelf was alſo completely diſabled, her mizen-maſt being ſhot by the board, and her rigging almoſt totally deſtroyed. The above deſperate encounter took place on the 29th of December 1710.

SCALLY, William,—was, on the 26th of June 1699, appointed commander of the Glouceſter; and was recommiſſioned to the ſame ſhip on the 10th of July 1700. After the return of the fleet from Cadiz and Vigo, under the command of ſir G. Rooke, in the year 1702, he was removed on the 22d of January into the Kinſale, and ſoon afterwards promoted to the Ranelagh, of 80 guns, the ſhip on board

board which rear-admiral Byng hoiſted his flag as commander of a diviſion of the fleet, ſent under ſir C. Shovel, to the Mediterranean. He died at Leghorn during this expedition, on the 26th of September 1703.

1700.

CLEMENTS, Bartholomew, — is known only as having been appointed to command the Kinſale on the 13th of June 1700. Even the time of his death is no where given, far as we have been able to diſcover.

MARTIN, George,—is ſuppoſed by ſome to have been appointed a lieutenant ſoon after the revolution, and to have ſerved as fourth lieutenant of the Royal William during the years 1692 and 3. This circumſtance does not however appear to be very clearly eſtabliſhed: and the firſt information that we can ſtrictly depend upon concerning him is, that he was, on the 8th of July 1700, appointed commander of the Lizard frigate. We have not been able to meet with the ſmalleſt occurrence worth reciting relative to this gentleman, till the year 1710, when we find him captain of the Dragon, of fifty guns, and appointed commodore of a ſmall expedition deſtined for the attack of Nova Scotia. The naval force ſent from England on this occaſion conſiſted only of the Dragon, above-mentioned, and the Falmouth of the ſame force, commanded by captain Walter Ryddel. Theſe had under their convoy eighteen merchant ſhips, the Star bomb-ſhip, and a tender, together with ſeveral tranſports, having on board a number of Britiſh officers, a quantity of ſtores and proviſions, and a regiment of marines, under colonel Francis Nicholſon, who was appointed commander-in-chief of the land forces. This little fleet*

* There were on board the Dragon four Indian chiefs of the ſix nations, who had been ſent to England to requeſt aſſiſtance againſt the French.

ſailed from Spithead on the 8th of May, and arrived at Boſton on the 15th of July. Captain Martin was there joined by the Loweſtoffe and Feverſham frigates from New York, as he was ſome time afterwards by the Cheſter, a fourth rate, commanded by captain T. Mathews. The neceſſary levies of recruits, the collection of tranſports, ſtores, and proviſions were immediately entered upon with much ſpirit and diligence by colonel Nicholſon, whoſe laudable exertions were extremely well ſeconded by the governors and inhabitants of the reſpective provinces of Maſſachuſet's Bay, Connecticut, New Hampſhire, and Rhode Iſland.

The fleet, however, was not ready for ſea till the middle of September, by which time two thouſand land-forces being, with all the neceſſary ſtores and artillery, embarked on board thirty-one tranſports, the commodore proceeded to ſea, from Nantaſket road, on the 18th of September. The Cheſter was diſpatched a few days before in order to prevent the enemy from ſending any ſupplies or reinforcements into Port Royal, afterwards called Annapolis, againſt which important ſettlement the expedition was principally deſtined. The armament arrived off Port Royal, and came to an anchor at the entrance of the harbour on the 24th. A council of war was convened that very evening, and the mode of attack arranged, which was carried into execution, and with the completeſt ſucceſs, on the morning of the 25th *.

The

* The following conciſe account of this attack is given by Campbell.

" Things being in this ſituation on the 25th of September, about ſix in the morning, colonel Vetch, and colonel Reading, with fifty men each, together with Mr. Forbes the engineer, went on ſhore to view the ground for landing the troops; and ſoon after colonel Nicholſon himſelf, with a body of men, actually landed, the enemy firing at the boats in which they were, from their batteries of cannon and mortars, but with no great ſucceſs. Colonel Vetch, with five hundred on the north ſide, ſo lined the ſhore that he protected the landing of the cannon, ammunition, and ſtores; and the mortar being fixed on board the bomb-veſſel, ſhe driving up with the tide of flood within cannon-ſhot of the fort, both that day and the next bombarded the enemy therein, which did in a great meaſure induce them to capitulate ſooner than otherwiſe they would have done, not but that they were very much galled in the attempts made on them, and the warm fire from the artillery on ſhore; but the 28th, 29th, and 30th, the bomb-

The governor beat a parley, and propoſed terms of capitulation on the 1ſt of October; which being finally ſettled and concluded on the following day, the place was immediately taken poſſeſſion of, and captain Martin ſailed a few days afterwards for Boſton, on his return to England, having executed his orders moſt fully and completely, and in leſs time than ſome commanders would have conſumed in ſettling their plan of aſſault. Captain Martin appears to have retired from the ſervice after this time, as we no where find any mention made of his holding any command: it is moſt probable ſome natural infirmity of body deprived the country of the farther ſervices of this brave and enterprizing officer. We believe him to have died in England on the 22d of October 1724, but rear-admiral Hardy, in his liſt of naval officers, gives us, as the date of this event, November 22, 1732. The former date we are well perſuaded is correct.

1701.

BERKELEY, James, Earl of.—This illuſtrious nobleman was the repreſentative of the original, ancient, and honourable ſtock, from whence were collaterally deſcended thoſe noble and ever to be celebrated naval characters *, of whom we have already had occaſion to give ſome account. He was the grandſon of George, firſt earl of

bomb-veſſel was not able to throw any ſhells, by reaſon of hard gales of wind."

N. B. On the following day the governor capitulated, Campbell very juſtly adds in a note.

"This expedition, which was one of the moſt fortunate that we had undertaken in this part of the world, owed its ſucceſs in a great meaſure to the conduct of colonel Francis Nicholſon, who maintained a perfect agreement with commodore Martin, and the reſt of the ſea officers, who, on their part, omitted nothing that was demanded for the uſe of the troops, and ſupported them very cordially upon all occaſions, with their boats and men."

* Sir William Berkeley, Charles and John, lords Berkeley, of Stratton.

Berkeley,

Berkeley, ſo created by Charles the Second in the year 1679. This George was the lineal deſcendant, in the twelfth generation, from Maurice Fitzharding, otherwiſe Berkeley, the ſon of Robert Fitzharding, who died in the year 1170, in the 17th of Henry II. and from whom are deſcended many noble and great perſonages who have, in different ages, diſtinguiſhed themſelves, both as ſtateſmen and warriors*.

James, of whom we are now to ſpeak, having early manifeſted an inclination for a naval life, and paſſed through the neceſſary gradations of ſervice, was, on the 2d of April 1701, appointed captain of the Sorlings. Not long after the acceſſion of queen Anne, he was promoted to the Litchfield, of fifty guns; and being detached from the main fleet, under ſir George Rooke, to cruiſe in ſoundings, he fell in with and captured, after a ſmart action, a French ſhip of war mounting thirty-ſix guns†, and a large veſſel, homeward-bound, from Martinico, carrying twenty guns, valued, according to ſome authors, at forty thouſand pounds, both theſe veſſels he brought into Spithead.

He afterwards accompanied ſir Cloudeſley Shovel on his expedition to the Mediterranean, for the propoſed relief and ſuccour of the Cevenois; and on his return from thence aſſiſted captain, afterwards ſir John Norris, in capturing the Hazard, a French ſhip of war mounting

* The following ſhort account of the origin of this family may, perhaps, not be thought unentertaining.

"According to the cuſtom of thoſe times, when the Engliſh, in imitation of the Normans, began to aſſume their ſurnames from the place of their reſidence, this of Berkeley was then given to one Roger de Berkley, in the time of William the Conqueror, whoſe deſcendants did enjoy the ſame for ſome time; but the male line of that noble family ceaſing, we are to obſerve that Robert Fitz Harding (a powerful man in his time) obtaining a grant of the caſtle and honour of the Berkeley from Henry, ſon of Maud the Empreſs, poſſeſſed himſelf thereof; whereupon his deſcendants aſſumed the ſurname, which, together with the caſtle and barony, continues to them in the male line to this day; of which Robert, I am to take notice, that his father is ſaid to have been the youngeſt ſon to one of the kings of Denmark, or, as others affirm (which differs but little) to be deſcended from the royal line of thoſe kings, and that accompanying duke William of Normandy, in that ſignal expedition he made into England, was preſent with him in the memorable battle where king Harold was ſlain."

† Gazette, No. 3923.

fifty-

fifty-four guns. In the beginning of the year 1704, he was promoted to the command of the Boyne, of eighty guns. On the 7th of March, in the ſame year, he was called up to the houſe of lords, by writ, by the title of lord Durſley, and was ſoon afterwards ſent out, under ſir Cloudeſley Shovel, to reinforce the fleet already in the Streights, commanded by ſir George Rooke. At the ever memorable battle off Malaga, he was ſtationed in the line as one of the ſeconds to ſir John Leake, and behaved with the greateſt gallantry, the Boyne having ſuffered more than any ſhip in the ſquadron, except that of the admiral, ſixty-nine of the crew being either killed or deſperately wounded; among the latter were the firſt lieutenant, the maſter, and the boatſwain. Lediard beſtows the following pointed and particular commendation on his conduct upon this occaſion. "Among the actions of other brave commanders we muſt not forget thoſe of the gallant lord Durſley, commander of the Boyne, an eighty gun ſhip, who, though then but about twenty-three years of age, gave many memorable inſtances of his undaunted courage, ſteady reſolution, and prudent conduct."

We do not find any particular mention made of his lordſhip after this time till the year 1706, when he commanded the St. George, a ſecond rate, one of the fleet ſent to the Mediterranean, under ſir Cloudeſley Shovel. He continued under the ſame admiral, and on the ſame ſtation, during the following year, and diſtinguiſhed himſelf at the ſiege of Toulon, in a way no leſs ſingular than he had on every former occaſion where an opportunity preſented itſelf. The particulars of this tranſaction are very modeſtly related in the Gazette, No. 4361, where it is briefly ſtated, as an article of intelligence from the camp at La Vallette, dated Auguſt the 9th, N.S. that "The lord Durſley, riding at anchor before one of the iſles of Hieres, on which were three forts, he ſurpriſed the ſtrongeſt, and then ſummoned the two others, which ſurrendered at diſcretion." On his return to England with admiral Shovel, in the month of October following, he almoſt miraculouſly eſcaped being involved in the ſame unhappy fate with him. His ſhip actually ſtruck on the ſame ridge of rocks with the Aſſociation; but the very wave

wave which beat over and deſtroyed that noble ſhip, providentially ſet the St. George afloat.

On the 26th of January 1707-8, he was promoted, although at that time not more than twenty-ſeven years old, to be vice-admiral of the blue, which, it is as ſingular as was his advancement to be an admiral at ſo early an age, was the firſt appointment in that rank he ever received. Having hoiſted his flag on board the Berwick, he was immediately appointed ſecond, or, according to other accounts, third in command, under ſir George Byng, of the fleet equipped for the North Sea, to oppoſe the French armament fitted out at Dunkirk to ſupport the cauſe of the Pretender. The moſt prominent and remarkable tranſactions of this ſucceſsful expedition * have been already related.

The deſigns of Louis the Fourteenth being baffled, the fleet retired into port about the end of March, and lord Durſley was ſoon after this time appointed to command a ſquadron in ſoundings. Being principally employed in eſcorting ſuch homeward-bound ſhips as he fell in with into port, and in protecting, to a ſafe latitude, all the different outward-bound fleets, he does not appear to have met with any extraordinary occurrence till the 26th of June. On that day he fell in with three French ſhips of war, mounting from forty to fifty guns; but theſe veſſels being juſt come out of port, and perfectly clean, while on the other hand, his own had for the moſt part been long off the ground, and were very foul, the enemy made for their own coaſt, and were fortunate enough to effect their eſcape.

In the month of July he was directed to put himſelf again under the orders of ſir George Byng, who was inveſted with the chief command of a ſtrong ſquadron ordered to eſcort a body of troops, commanded by general Erle, which was intended to alarm the coaſt of France, and, if poſſible, induce the enemy to make ſome conſiderable detachments from their army in Flanders. This armament ſailed from Spithead on the 27th of July, O.S. and came to anchor off Deal on the 28th, at night. The tranſports and ſhips of war being much crowded with troops, it was deemed expedient and proper to ſhift ſome

* Vol. II. p. 201, et ſeq.

of

of them into a number of empty tranſports, which were then laying in the Downs.

This neceſſary ſervice being completed by the laſt day of July, the fleet ſtood over to the coaſt of Picardy on the 1ſt of Auguſt, and about noon came to an anchor in the bay of Bologne. It was immediately reſolved to make a feint of landing the troops; and accordingly, upon a ſignal being made at two o'clock in the morning of the 2d, the boats of the fleet rendezvouſed near the flags, and every preparation was apparently made for carrying the above-mentioned deſign into execution. The enemy, much terrified at the ſuppoſed impending attack, lined the ſhore with large detachments of troops. Theſe threatenings were almoſt daily made, in different parts of the coaſt, for upwards of a fortnight; even ſmall bodies were occaſionally put on ſhore, that the enemy might not be led to flatter themſelves theſe hoſtile appearances were merely intended for that parade neceſſary to excite alarm.

By this time it was diſcovered that the enemy had taken ſuch precautions to ſtrengthen and fortify themſelves, that no real or effectual impreſſion could be made without hazarding a loſs, to which even ſucceſs would not be equivalent: and, moreover, the principal intention of the expedition, which was to compel the French to detach from their army in Flanders, and permit the duke of Marlborough to carry on the ſiege of Liſle unmoleſted, being effected, lord Durſley parted from the fleet on the 16th, with the Orford, of ſeventy guns, bearing his flag, ſix other ſhips of the line, and ſome frigates, with orders to cruiſe in ſoundings. The want of ſtores and proviſions, as well as the foulneſs of his ſhips, compelled him, after a few days cruiſe, to put into Plymouth; ſo that nothing farther was effected by the force under his command, than the capture of a French merchant-ſhip bound to Placentia, which was taken by the Saliſbury.

Every expedition being uſed to refit the ſquadron, his lordſhip ſailed from Plymouth on the 28th of September with five ſhips of two decks and ſome frigates. He was joined on the following day by the Hampſhire, of fifty guns, which being ready before the other ſhips, had been ſent out to cruiſe, but had no other ſucceſs than that of capturing a ſmall French privateer. This ſquadron continued

tinued at ſea till the 7th of November, when lord Durſley himſelf returned into port, leaving three of his ſmaller ſhips under orders to continue out a fortnight longer. The ſum of the ſucceſs of this little armament, if it could be ſaid to deſerve that name, from its firſt ſailing to its final return into port, amounted to the capture of ſix or ſeven ſhips of different deſcriptions and of inconſiderable conſequence; that of the greateſt note appears to have been a privateer belonging to St. Maloes, mounting twenty-four guns, taken by his lordſhip himſelf.

On the 21ſt of December following he was advanced to be vice-admiral of the white; and Campbell erroneouſly makes the following remark on this promotion. "That it was reſolved to give him an extraordinary mark of her majeſty's favour, as a reward for his diligence*, by promoting him to the above rank. But though this was ſomewhat retarded by the death of his royal highneſs the lord high admiral, yet it took place in the *ſpring* of the ſucceeding year." On this we have only to remark, that prince George died on the 28th of October, long before the promotion in queſtion was in contemplation. Either on the day from whence it was dated, or on that which immediately preceded it, his lordſhip again put to ſea, and on the 29th had ſight of two large French ſhips, which at firſt chaced him; but on a nearer approach finding their miſtake, hawled their wind, and crowded all the ſail they could carry to effect their eſcape. He neared them ſo much as at laſt to get within gun-ſhot, when the French captains lightening their ſhips by throwing ſeveral of their guns, and other heavy articles overboard, were fortunate enough to get clear. This undoubtedly gave his

* "The indefatigable diligence of his lordſhip, though it was not attended with any extraordinary ſucceſs, gave great ſatisfaction to the merchants, as it hindered the French privateers from venturing near our coaſts, as they had done many years before, to the inexpreſſible damage of our trade, as well as to the prejudice of our reputation as a maritime power."—Campbell, vol. iii. p. 201.

He farther adds the following eulogium, which appears to be a very juſt one, by way of note.

"What I have here advanced, is on all hands allowed, and even by biſhop Burnet himſelf, who confeſſes, that much greater care was taken of our trade, and the French privateers were more effectually reſtrained, than in any year ſince the war began."

lordſhip

lordſhip much concern, theſe veſſels being both equal to Engliſh fourth rates, one of them mounting fifty, the other ſixty guns. After a ſhort cruiſe he returned into port having been even more unſucceſsful than before, for he met with no other prize than an inconſiderable veſſel laden with fiſh from Newfoundland.

The ſhips being cleaned his lordſhip again ſailed from Plymouth, on the 14th of February, with one third and three fourth rates*, and three days afterwards was joined by two other fourth rates and a frigate: as a dawning of ſucceſs, he had ſcarcely put to ſea when two French privateers mounting twelve guns each were taken by different ſhips of his ſquadron; and on the 22d, having then only three ſhips with him, excluſive of the flag, he fell in with eleven ſtrange ſhips, about twelve leagues from Scilly: theſe were ſuppoſed to be monſieur du Guai Trouin's ſquadron, a part of which did a few days afterwards engage captain Tollet, in the Aſſurance †: but his lordſhip loſing them in the night, ſtood in to Plymouth, where he found the Dartmouth, who had been ſent in a few days before with a prize, and to ſtop a leak, and had been chaced off the Start by nine ſhips, ſuppoſed to be a part of the ſame ſquadron.

His lordſhip having been ſomewhat reinforced ſailed again almoſt immediately, and on the 20th of March detached three of his ſquadron to cruiſe off Breſt, for the purpoſe of gaining intelligence. Nothing conſequential happened during the time theſe ſhips were abſent, except that the Saliſbury captured a very valuable ſhip from the Weſt Indies; and the principal part of her cargo was immediately taken out, the veſſel being ſo leaky as to induce apprehenſions of its foundering at ſea. On the 29th his lordſhip received orders from the admiralty board to ſee the outward-bound Liſbon fleet ſafe to a certain latitude ‡. He had ſcarcely fulfilled theſe inſtructions, and parted

* The Kent, of ſeventy guns (the flag ſhip), the Medway, Plymouth, and Dartmouth.

† See his life, page 114.

‡ Campbell gives us the following anecdote relative to this ſervice, which we think too curious to be omitted.

"On the 29th, his lordſhip had orders to ſee the Liſbon fleet of merchantmen ſafe into the ſea; but his lordſhip having received certain

parted from his charge, when, on the 9th of April, he fell in with the Achilles, of ſeventy guns, commanded by monſieur du Guai Trouïn himſelf, and the Glorieux, of forty-four guns, which veſſels had only the day before taken the Briſtol, an Engliſh ſhip of war mounting fifty guns.

The ſignal for a general chace was immediately made by his lordſhip, and with ſo much ſucceſs that the Briſtol was very ſoon recovered, but having received a ſhot in her bread-room, foundered ſoon afterwards; all the people, however, on board her were ſaved, twenty men only excepted. The purſuit being continued with much alacrity, the Glorieux was taken by the Cheſter, captain T. Mathews; and the Achilles alone had the good fortune to effect her eſcape, though very much ſhattered. In this encounter the ſquadron had ſeventy men killed and wounded. Three or four other prizes, though of no conſiderable conſequence, were taken during the cruiſe. Proviſions and water growing ſcarce, his lordſhip was obliged to return to Plymouth, on the 13th of May, with his ſquadron, which then conſiſted of eight two-decked ſhips and ſome frigates. On his arrival he received the unwelcome news that the Sweepſtakes frigate, of thirty-two guns, one of his ſcouts, had been taken ſome days before by two large French privateers, each of which were of greater force than herſelf.

In the month of July this noble lord was ordered to take upon him the command of a ſmall ſquadron collected at the Nore, and to proceed off Schouwen, in Zealand *, for the purpoſe of intercepting ſome ſhips laden with corn, which were daily expected from the northward. Theſe he was not fortunate enough to meet with, and on his diſappointment put into Oofely bay, on the coaſt of Yorkſhire. He repaired from thence to Plymouth, by land, and reſumed

tain intelligence, that M. du Guai Trouin was then cruizing at the diſtance of about thirty leagues from Scilly, his lordſhip propoſed to leave the trade and tranſports, under the protection of ſome Dutch men of war that were expected from Portſmouth, and reſolved to go himſelf in ſearch of the enemy; but theſe Dutch ſhips of war not arriving in time, his lordſhip thought it better to comply with his orders."

* To relieve ſir John Leake, who commanded on that ſtation, and who then took the command in ſoundings.

his old command. In the beginning of October he detached two ſmall ſquadrons, one conſiſting of three fourth rates of fifty guns each, which was ordered to cruiſe in the Briſtol Channel, and attempt the deſtruction of a ſquadron, if it may be ſo called, of the enemy's privateers, eleven of which, mounting from twelve to forty-ſix guns, were ſaid to be cruiſing between Ireland and the iſle of Lundy; and a ſecond of ſix two-decked ſhips, under commodore Vincent, who was ordered to cruiſe to the weſtward of Scilly, for the ſecurity of a fleet daily expected from the Weſt Indies; he himſelf followed almoſt immediately afterwards with five more two-decked ſhips; and having joined captain Vincent, effectually baffled a deſign the enemy had formed of attacking the valuable fleet abovementioned.

Continuing to cruiſe at the entrance of the Channel, on the 31ſt of October he took a French ſhip from Guadaloupe, which is ſaid by ſome to have mounted forty guns, and to have had on board a cargo valued at upwards of one hundred thouſand pounds. He took two or three other inconſiderable prizes, and afforded the moſt complete protection and ſecurity to the trade of England. On the 14th of November 1709*, he was advanced to be vice-

* Campbell affords us the following remarkable anecdote, but we ſcarcely know whether it is moſt proper to inſert it here, or in the life of captain Hughes.

"While his lordſhip was thus employed, there happened, in the latter end of November, ſuch an accident to one of the ſhips of his ſquadron, as very well deſerves our notice. Captain Hughes, in the Wincheſter, chaced a ſhip, which proved to be a Dutch privateer, whoſe commander being required to ſtrike, he, inſtead of paying that reſpect due to the flag of England, fired both great and ſmall ſhot into him; but being anſwered in the ſame manner, after an obſtinate diſpute (though it was very well known the Wincheſter was an Engliſh ſhip of war) the commanding officer was killed, and between thirty and forty of the Dutch ſeamen." He adds, "It is certain that the behaviour of the captain was not only right in itſelf, but ſo agreeable likewiſe to lord Durſley, that ſoon after he hoiſted his flag on board the Wincheſter."

Lediard, in conjunction with Campbell, gives us the following minutes relative to the leading tranſactions of this cruiſe.

"His lordſhip on the 9th of December, detached captain Hartnoll, in the Reſtoration, with four other ſhips, to cruiſe from fifteen to

vice-admiral of the red: he was at this time at ſea, where he continued with little or no interruption till the beginning of May, when he came into port and ſtruck his flag.

After this time he appears to have enjoyed a retirement, of ſome years continuance, from the fatigues of that troubleſome and laborious ſervice in which we have lately found him engaged. By the death of his father, on the 24th of September 1710, he became earl of Berkeley, and was immediately afterwards conſtituted lord lieutenant of the county of Glouceſter, as well as of the city of Briſtol, and cuſtos rotulorum: he was alſo appointed warden of the foreſt of Dean; and on the 21ſt of November following, high ſteward of the city of Glouceſter. His well-known zeal for the intereſt of the houſe of Hanover had ſo highly recommended him to the notice of king George the Firſt, that, immediately on the acceſſion of that monarch *, he was appointed one of the lords of his bedchamber, and reſtored to the offices of lord-lieutenant of the county of Glouceſter and city of Briſtol, from which he had been, through the influence of party, removed in the year 1711: on the 18th of December he was alſo reinſtated in the office of cuſtos rotulorum of the county above mentioned from which he had alſo been diſplaced.

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twenty leagues weſt of Scilly, for the better protection of ſome Eaſt India ſhips which were ſuppoſed to be then on their paſſage from Ireland. In the beginning of January he was about to ſail from Plymouth, with ſeven ſhips, to relieve Mr. Hartnoll, when he was ordered to accompany, to a certain latitude, ſir John Norris, who was then going to Liſbon. Not long after his return to his ſtation, he was forced from it by a violent gale of wind, which, however, afforded him an opportunity of capturing a French privateer of twenty guns, and retaking a very valuable ſhip, called the St. Peter, belonging to Dublin. Finding the long expected Eaſt India ſhips, were not even then arrived, he detached three ſhips of his ſquadron to ſee them into port.

"On the 21ſt of February the Kent brought into Plymouth a ſmall privateer, and a French merchant-ſhip; and the next day the Reſtoration and the Auguſte brought in four more, bound from Nantz to Martinico. On the 10th of March the Montague took a privateer of ten guns, and his lordſhip having ſeen the Eaſt India ſhips, and thoſe bound to the iſle of May, a hundred and fifty leagues from Scilly, returned to Plymouth on the 9th of May."

* He was appointed by the lords juſtices to command the convoy ordered to attend his majeſty to England.

On the 16th of April 1717, he was ſworn a member of the privy council, and on the ſame day appointed firſt lord commiſſioner of the admiralty; which high ſtation he continued to fill, with much reputation, during the whole remainder of the reign of king George the Firſt. On the 13th of March 1718-19, in conſequence of the rupture with Spain, he was appointed admiral and commander-in-chief of the fleet. The author of ſir J. Leake's life makes the following obſervation on this appointment. "The earl of Berkeley, being then vice-admiral of Great Britain*, and firſt lord commiſſioner of the admiralty, endeavoured to come as near the lord high admiral as poſſible, both in power and ſtate; by a particular warrant from the crown, he hoiſted the lord high admiral's flag, as it is called, (the firſt time, I believe, it was ever worn in command at ſea) and had three captains appointed under him, as a lord high admiral, Littleton, then vice-admiral of the white, being his firſt captain. This appointment was rendered the more extraordinary, from the circumſtance of ſir John Norris, who was a ſenior flag officer, being at that time employed in the Channel, and being honoured with no ſuch diſtinction."

The earl having hoiſted his flag on board the Dorſetſhire at Spithead, ſailed from St. Helen's on the 29th of March, with a ſquadron of ſeven ſhips of the line, to join one of the ſame force, under ſir John Norris, which was cruiſing between Scilly and the Lizard. Having ſtretched as far as Cape Clear, he returned back into the Britiſh Channel on the 4th of April; and coming into Spithead, ſtruck his flag on the 15th and repaired to London. After this time he appears to have retired totally from the line of active ſervice, at leaſt as a naval commander.

Collins briefly recapitulating the great variety of civil offices held by this noble lord, gives us the following brief account of him and adds ſome other intereſting heraldic particulars relative to his family. "He was (ſays he) five

* To which honorary ſtation he was appointed, on the 21ſt of March 1718-19, at a time when ſir John Norris was rear admiral only.

times one of the lords juſtices of Great Britain whilſt his majeſty went to Hanover; and being elected a knight of the moſt noble order of the garter on March 31, 1718, he was inſtalled on April 30, following, and placed in the fourteenth ſtall at Windſor.

"On September 15, 1727, he was appointed lord lieutenant of Lincolnſhire by his late majeſty; and on November the 10th, in that year, was conſtituted lord lieutenant of the county of Glouceſter, and cities and counties of Glouceſter and Briſtol, as alſo of the county of Surry, and likewiſe cuſtos rotulorum of the counties of Glouceſter and Surry; moreover, on the 17th of the ſame month, he was appointed keeper of the foreſt of Dean, and conſtable of St. Briavel's caſtle; alſo vice-admiral of Great Britain, and lieutenant of the admiralties thereof, and lieutenant of the navies and ſeas of this kingdom. He departed this life at the caſtle of Aubigny, a ſeat of the duke of Richmond's, near Rochelle, in France (being there for the recovery of his health) on the 17th of Auguſt 1736, and was buried at Berkeley.

"His lordſhip married the lady Louiſa Lenox, (eldeſt daughter to Charles firſt duke of Richmond) who was appointed, on October 30, 1714, one of the ladies of the bedchamber to her late majeſty, queen Caroline, then princeſs of Wales; dying of the ſmall pox on January 15, 1716-17, in the twenty-third year of her age; ſhe was buried at Berkeley; leaving iſſue one ſon, Auguſtus, fourth earl of Berkeley; and a daughter, lady Elizabeth, married on February 11, 1727-8, to Anthony Henley, of the Grange, in the county of Southampton, eſq; elder brother of Robert, late earl of Northington; and deceaſed in September 1745."

The perſonal influence and political conſequence of this noble perſonage was greater, we not only ſay than any of his cotemporaries, but had apparently more weight than that of any ſubject ſince the revolution. We have in no inſtance found the eſtabliſhed rules of the ſervice ſo repeatedly broken through as to make room for his particular promotion: when ſcarcely thirty years old he was advanced to the high naval rank of vice-admiral of the blue, although there were at that very time many commanders in the navy who had, moſt deſervedly, obtained

the

the rank of captains ſome years before this noble earl held even the commiſſion of a lieutenant; and yet, nevertheleſs, were not advanced to be flag officers till twenty years after him; ſome not till even a more remote period.

This diſtinction and favour is the more extraordinary as we do not ever find it practiſed, except in the inſtances of thoſe ſons of ſovereigns who have made choice of a naval life. Let us, however, in juſtice to his manifold virtues, his cool determined bravery, and ſpirited intrepidity, ſo often diſplayed, his ſkill and knowledge in all concerns relative to the navy, his unqueſtioned integrity, and above all his firm and ſteady attachment to thoſe conjunct principles of liberty and good government, which are the glory and conſtitute the true happineſs of Britain, confeſs, that this exaltation, attended, as it was, with circumſtances totally unprecedented, could not have been more worthily or happily beſtowed. His merits ſilenced even the breath of envy; and the moſt diſtinguiſhed naval characters were content, without murmur, to ſerve under a man, an imitation of whoſe conduct and gallantry, was the certain path to honour, fame, and national veneration.

BERTIE, Peregrine,—was the fifth ſon of James, firſt earl of Abingdon, ſo created by king Charles the Second, on the 30th of November 1682. Peregrine was born on February 2, 1677; and having entered very early in life into the ſea ſervice, was, after paſſing regularly through the different ſubordinate ſtations, appointed, on the 3d of March 1701, to command the Betty, a ſmall armed frigate of war hired from the merchants. He was afterwards promoted to the command of the Panther, a fifty gun ſhip, employed, during the year 1704, under ſir G. Rooke, at Gibraltar*, and preſent at the well-known engagement with the French fleet, under the count de Thouloufe. This veſſel being one of the ſmalleſt two-decked ſhips in the fleet, was ordered, together with the Swallow of the ſame

* His Catholic majeſty, who was eſcorted by that fleet to Liſbon, preſented captain Bertie, as well as lord Archibald Hamilton and captain Fletcher, with his picture and a purſe containing one hundred guineas.

force, commanded by captain R. Haddock, to lay ſome diſtance to windward of the Britiſh line, that, in caſe the enemy's van ſhould attempt to break through with their gallies and fireſhips, the ſhips juſt mentioned, with ſome frigates and fireſhips, might act as a reſerve to repel the miſchief and diſorder their irruption might otherwiſe have occaſioned. Notwithſtanding, he might be ſuppoſed, from the peculiar ſituation in which he was ſtationed, to have had but little concern in the action alluded to, this appears to have been by no means the caſe. He bore a very diſtinguiſhed ſhare in the encounter, having ſupplied the place of one of the ſhips belonging to his diviſion which was obliged to quit the line for want of ſhot; in conſequence of which he had, during the ſhort time he was ſo ſpiritedly engaged, ten men killed and ſixteen wounded.

When ſir George Rooke returned to England, leaving ſir John Leake behind with a ſquadron for the protection and better ſecurity of Gibraltar, captain Bertie was one of the commanders put under his orders; and we find him detached by that admiral, about the latter end of November, to reconnoitre the port of Cadiz, where the enemy had, as it was reported, and as captain Bertie found to be true, collected a very formidable naval force, to attack the ſquadron under ſir John.

The diligent manner in which he performed this ſervice, and the accurate information he procured of the force and diſpoſition of the enemy's ſhips, in all probability preſerved the Engliſh ſquadron, which would otherwiſe, perhaps, have been ſurpriſed. We find him continuing on the ſame ſtation during the greateſt part of the year 1705: but do not meet with any more remarkable mention made of him, than his having, in the month of March, aſſiſted by the Expedition, driven on ſhore and burnt, near Cape de Gatt, a French ſhip, of thirty guns, from the Weſt Indies.

Not long after his return he was made captain of the Ruby, a ſhip alſo of fifty guns. In the year 1707 he was ordered, with captain Balchen, in the Cheſter, to convoy the outward-bound fleet to Liſbon. They were to be protected to a certain latitude, by two ſhips of eighty and one of ſeventy-ſix guns, under commodore Edwards, but

had

had not cleared the Channel when they fell in with the united ſquadrons of the count de Forbin and M. de Gual Trouin. A deſperate action immediately enſued, which unhappily ended in the capture and deſtruction of the whole ſquadron, except the Royal Oak, which contrived to diſengage herſelf and eſcape in a very ſhattered condition. Captain Bertie diſplayed on this occaſion all the gallantry that might naturally be expected from a man of the ſtricteſt honour and higheſt ſpirit. Overpowered at laſt by the ſuperiority of his enemy, he ſurrendered to the marquis de Neſmond, who commanded a ſhip of ſeventy guns. Being carried priſoner into France, he died in captivity, near Rochfort, ſome time in the year 1709.

CAVENDISH, Philip,—was the collateral deſcendant of the very ancient and noble * family, whoſe repreſentatives have, as it is well known, borne, for many generations, the titles of earls, and, in latter days, dukes of Devonſhire. We do not find any mention made of this gentleman till he was, on the 17th of January 1701, appointed captain of the Feverſham frigate. He was afterwards removed into ſome other veſſel of the ſame deſcription, and ſent to the Mediterranean in 1704, with the fleet under ſir George Rooke. On the diſmiſſion of captain Legge from the command of the Antelope, in the month

* This illuſtrious family derives its deſcent from a younger branch of the Gernons, famous in Norfolk and Eſſex, ſettled at Cavendiſh in Suffolk, and from that ſeat and eſtate were ſoon diſtinguiſhed by the ſurname they now bear. John de Cavendiſh was conſtituted one of the juſtices of the king's bench 1366, 39 Edward III. and made chief juſtice of the ſame court, by clauſe. writ, 15 July, 46 Edw. III. 1378. In the next reign he was continued in that honourable office, and had the grant of one hundred marks per annum, by letters patent, 26 June, 1 Rich. II. 1378, and had his ſummons to parliament by expreſs writ, from 46 of Edward III. to 5 Rich. II. when, upon the inſurrection raiſed in Kent, under Straw and Tyler, the mob was animated to riſe in other parts, and particularly in Suffolk. A body of fifty thouſand made it their triumph to plunder and murder the lawyers, and inſulting the houſe of the chief juſtice Cavendiſh, they brought him out and beheaded him; as their accomplices had done the lord chancellor, lord treaſurer, and other chief miniſters.

Of the ſame family was the glorious ſeaman, captain Thomas Cavendiſh, born in Suffolk, who finiſhed his noble expedition round the world in September 1588; and making another like attempt in 1591, died in his return, and deſerved a place among the Engliſh heroes.

of January 1704-5, captain Cavendiſh was promoted to that ſhip, and continued to ſerve on the Mediterranean ſtation during the two enſuing years. The firſt remarkable ſervice we find him engaged in was the reduction of Terragona, in Spain. He was ordered on this expedition during the time the fleet lay before Barcelona, and was completely ſucceſsful.

A letter from Genoa, dated the 29th of November following, N. S. informs us of a very ſpirited action which had juſt before taken place between the Antelope and a large French ſhip of the line, mounting ſeventy or ſeventy-four guns. This action is ſaid to have been maintained with the greateſt ſpirit, by the Engliſh ſhip, for upwards of two hours; when the French ſhip, though ſo much ſuperior in force, thought proper to ſheer off. In this encounter captain Cavendiſh is ſaid to have had twelve men killed and ſeventeen wounded, himſelf being included among the latter; although his hurt was of no other ill-conſequence than producing a temporary confinement.

We are ſomewhat aſtoniſhed to find no mention whatever made by hiſtorians of the preceding event, which we might naturally have ſuppoſed was too honourable to the national character to be omitted, and at the ſame time ſufficiently conſequential to have worthily entitled it to a place in the page of hiſtory. We are particularly happy in having it in our power to reſcue ſo material and intereſting an event from oblivion, and the more ſo in the preſent inſtance, becauſe few perſons have ſerved longer, and with greater virtue, although no man, perhaps, had ever leſs opportunity of acquiring that renown which is the conſequence of brilliant atchievements.

During his continuance on the Mediterranean ſtation he appears to have been employed in nothing more conſequential after this time, than convoying ſtores, proviſions, or money, from Leghorn to Catalonia, for the uſe and ſupport of the confederate army in that province: and in conformity, or rather proof of what we have juſt obſerved, we do not find the ſmalleſt mention ever again made of this gentleman during the war, nor indeed for many years after it was concluded. It is particularly wonderful that we find not even his name mentioned as commanding, in a private ſtation, any ſhip of war in the

many different fleets that were equipped for various pacific expeditions previous to the rupture with Spain in 1718.

In the month of December 1719, he was appointed commodore of a ſmall ſquadron ordered to cruiſe off Cape Vincent; and while employed on this ſervice, met with an encounter in which his reputation very undeſervedly ſuffered, as will appear by an impartial ſtatement of it. On the 7th of December, at night, this gentleman having then under his command only the Norwich, and Advice, of fifty guns each, with the Dover, of forty, and being about nine leagues to the weſtward of Cape St. Vincent, fell in with three Spaniſh ſhips of war, mounting ſixty-four, ſixty-two, and fifty guns. Notwithſtanding this very great ſuperiority of force, after keeping ſight of his antagoniſts till the 9th, without being able to bring them to action, he engaged them on that day for upwards of three hours, although, as a diſadvantage in addition to the great inferiority of force already mentioned, the ſea ran ſo high that the Britiſh ſhips, which were to windward, could make no uſe of their lower tier of guns: finding it impoſſible to ſucceed in ſo unequal an encounter, the commodore prudently reſolved to bear away for Gibraltar. The loſs of the Britiſh ſhips in the foregoing action amounted to forty men killed and wounded; that of the Spaniards to a much greater number.

It is a very juſt obſervation that popular opinion is frequently founded on the moſt unjuſt principles, alternately beſtowing cenſure and applauſe on tranſactions which merit neither, or which, perhaps, when truly weighed and examined, may prove entitled to a public reception diametrically oppoſite to that they experience. Erroneous as it may be in its very firſt principles, popular obſtinacy diſdains to confeſs its miſtake, and baſeleſs as the foundation muſt appear in the eye of candour, thoſe who have been weak enough to lay it, continue firmly to ſupport the ſuperſtructure of capricious perſecution, or to ſpeak of it in the mildeſt poſſible terms, an ungenerous, unmanly diſlike. The conduct of the commodore in the foregoing encounter, which ſhould have entitled him to the heartfelt praiſe of all generous and candid men, unfortunately experienced a very different treatment at the hands of the populace

populace and their favourite leaders. The people had been accuſtomed to behold the Britiſh flag triumphant over that of Spain in every encounter; they had acquired the habit, and with little reaſon, perhaps, of deſpiſing an enemy over whom they had for ages been victorious; and the late deſtruction of the fleet off Meſſina had not a little contributed to ſtrengthen this prejudice in favour of their own proweſs.

They never troubled themſelves to compare the relative force of the enemy with that under ſir G. Byng, whoſe natural gallantry had hardly any room to expand itſelf in an encounter, that could not well be ſaid to deſerve that name, with an inferior and fugitive enemy. They regarded only the more ſubſtantial fruits of that enemy's defeat, and foreboded to themſelves a ſimilar good fortune in every conteſt that might afterwards take place. To behold three Spaniſh ſhips engaging an equal number of their own nation, and *eſcaping* (for that was the degrading and ignominious term they beſtowed on this event) was a circumſtance that ſtruck them with wonder and aſtoniſhment. Too ſuperficial, too arrogant to ſeek for cauſes that preſented themſelves almoſt without an enquiry, they condemned Mr. Cavendiſh for not having, in ſpite both of the weather and his own inferiority, captured antagoniſts, the bare reſiſtance of whom was a matter diſplaying conſiderable gallantry, and whoſe diſcomfiture and repulſe certainly entitled him to the higheſt praiſe.

We do not find any other mention made of Mr. Cavendiſh till the 9th of January 1727-8, when he was promoted to rear-admiral of the blue, as he was, on the 19th of July following, to be rear-admiral of the white. On the death of rear-admiral Robert Hughes, he was advanced to be rear-admiral of the red; but ſtill does not appear to have had any appointment to an actual command. On the 29th of June 1732, he was appointed vice-admiral of the blue; and on the 26th of February 1733-4, of the red. Soon after his latter advancement, having hoiſted his flag on board the Blenheim, he took upon him the command of a ſquadron, collected at Spithead, conſiſting of eleven ſhips of the line, eight of which were of ſeventy guns and upwards. This afterwards formed a junction with admiral ſir John Norris, who arrived from the Downs

Downs with a fleet of nineteen ſail of the line and ſix ſmaller veſſels. Whatever might be the object of equipping this very formidable armament, it appears to have been quietly accompliſhed, without rendering it neceſſary to ſend out the above-mentioned fleet, which does not appear to have ever put to ſea. On the 2d of March 1735-6, he was ſtill farther promoted to be admiral of the blue; but no mention is made of his ever having held any command. On the 19th of March 1742, he was appointed one of the commiſſioners for executing the office of lord high admiral; a ſtation he continued to hold till his death, which took place on the 14th of June 1743.

HUDSON, Thomas. — This unfortunate man, for every perſon may be deemed ſo, who enters into a profeſſion or employment which he afterwards proves a diſgrace to, was appointed third lieutenant of the Reſtoration in the year 1695. We find no other notice taken of him till the 21ſt of December 1701, when he was promoted to the command of the Scarborough. He was, not long afterwards, unhappily both for himſelf and his country, promoted to the Pendennis, of forty-eight guns, one of vice-admiral Benbow's ſquadron, in the ever-memorable and diſgraceful conteſt with Du Caſſe. The particulars of this much-to-be-regretted event has been already ſtated at full length in the life of Mr. Benbow *; and the guilt of captain Hudſon being preſumptively no leſs ſtrong than that of Kirkby and Wade, he would in all probability have received the ſame juſt, though ignominious ſentence. Death however took from the court-martial the power of puniſhing this crime, by putting a period to this unhappy man's exiſtence, on the 25th of September 1702, ten or twelve days before his trial would have taken place.

WATKINS, Robert, — is ſuppoſed to be the ſame perſon of whom a very ſhort notice has been already taken, page 90. He is ſaid to have been appointed captain of the Pearl on the 28th of January 1700-1, and to have died in England ſometime in the year 1732.

* Vol. ii. p. 237.

BOYS,

1702.

BOYS, or BOYCE, Philip.—We find this gentleman to have been appointed third lieutenant of the Royal William about the year 1695: after which time we have no information concerning him till 1702, when he was, on the 20th of February, appointed captain of the Defiance. In the following year he was removed into the Nonſuch and ſent to Jamaica, where his conduct in that which immediately enſued was much complained of in the addreſs preſented, by the houſe of lords to the queen, in the month of March 1707-8*, relative to the miſmanagement of the affairs of the navy. In 1706 he was captain of the Dunkirk's Prize, a ſmall frigate on the ſame ſtation, and one of the ſquadron under commodore Kerr. No other mention, however, is made of this gentleman but what has been already related in the life of the commodore†, nor is any notice taken of him in the ſervice. He fell as it is ſuppoſed, ſometime after this, under a melancholy derangement of mind, under the influence of which he unhappily put a period to his own life, at Stanmore in Middleſex, on the 20th of January 1726. He firſt attempted to ſhoot himſelf, but that being prevented, he afterwards threw himſelf out of a window and fractured his ſkull.

* "In July 1704, the Roundhurſt galley, John Sampſon maſter, arrived in Jamaica, where captain Boys, in the Nonſuch man of war, preſſed five of his ſeamen, whereby he was diſabled (though fully loaden) to ſail in company of a ſhip of good force, which then ſailed for London, and with great difficulty; and after long delay (with much damage and danger to the ſhip in the mean time) the maſter got four ſeamen more; two of his own five before preſſed from him, for which two he was forced to give captain Boys a pipe of wine, charged at 25l. but the ſhip proving leaky, by long lying, was loſt in her paſſage home, in the gulph of Florida; which loſs in the ſhip and goods, was computed to amount to 2,500l. to the owner, Mr. Coward, beſide the loſſes of ſeveral other merchants."

† Vol. ii. page 324.

CAMMOCK,

CAMMOCK, George,—was the deſcendant of a very ancient and reſpectable family originally ſettled in the county of Eſſex, where it flouriſhed about the year 1585; not long after that, a branch from it went over to Ireland, where it continued, and became poſſeſſed of a conſiderable property. Mr. Geo. Cammock having entered into the naval ſervice, was appointed firſt lieutenant of the Loyal Merchant in the month of September 1692. This ſhip was one of thoſe ſent in the following year, under ſir G. Rooke, to convoy the Smyrna fleet. His diligence, his ſtrict attention to his duty, and his abilities as a ſeaman, were ſpoken of in the higheſt terms of commendation, by the different commanders under whom he ſerved. In the year 1695 he was promoted to be acting captain of the Intelligence Brigantine, a ſmall veſſel, which, during that as well as the following year, was conſtantly attached to the fleet, ſtationed in the Channel. On the acceſſion of queen Anne he was appointed * commander of the Bonetta ſloop, and employed as a cruiſer between Cape Finiſterre and Cape Clear †.

His general good conduct while in this ſtation, procured him to be appointed captain of the Speedwell, a ſmall frigate, on the 6th of June 1702; in this veſſel he appears to have continued many years, diſplaying a very conſiderable ſhare of activity; which was accordingly happily rewarded with more ſucceſs, and opportunities of diſtinguiſhing himſelf, than uſually fell to the lot of men holding ſo

* About this time began the regular diſtinction between poſt captains and thoſe commanding veſſels not mounting twenty guns, ſince called maſters and commanders.

† The following account of him is given in a letter dated from Falmouth, June 8, 1702.

"Her majeſty's ſhip, the Bonetta ſloop, captain Cammock commander, is put in here, who, on the 31ſt of the laſt month, met with a Portugueze ſhip bound from Oporto to London; the maſter whereof reports, that on the 23d he met with the ſquadron of her majeſty's ſhips, commanded by ſir John Munden, 25 leagues off Cape Finiſterre bearing north-weſt, and that they had taken two French ſhips richly laden from Martinico. This morning capt. Cammock met the May Flower, from the Canaries, James Treſleen maſter, bound to this place, who ſays, the war was not yet declared at the Canaries when he came away; but that all the Engliſh merchants there were impriſoned, by the governor, upon the probability of a war."

inferior

inferior and inſignificant a command. The firſt, however of theſe inſtances of good fortune did not take place till the month of June 1706, when, being on a cruiſe to the ſouth-weſt, in company with the Shoreham, he fell in with a ſmall fleet, of ten ſail, bound to Martinico and other colonies in the French Weſt Indies; of theſe they captured five, which they carried ſafely into Ireland. Soon after this happy adventure he was ſent to the Weſt Indies, where he was equally ſucceſsful, and particularly diſtinguiſhed himſelf in attacking and burning, in the harbour of Baſſeterre, at Guadalope, a large French privateer; an act of gallant intrepidity which wonderfully terrified and alarmed the neighbouring inhabitants. He returned from this ſtation in the enſuing ſpring, being ſent home particularly to eſcort the Broughton galley, a veſſel from Guinea, having on board a very valuable cargo, and a conſiderable quantity of gold duſt. On his paſſage he was neither inactive nor unſucceſsful, having captured two prizes, one of them a brigantine, bound to Newfoundland, mounting ſix guns.

After his return he again was employed on the Iriſh ſtation, but without meeting with any occurrence deſerving particular mention till the month of May 1709, when he was ordered by the earl of Wharton, at that time lord lieutenant, to put to ſea from Kinſale in queſt of two French privateers which had entered Bantry bay, and ſurprized there the Ruth, of London, a very valuable ſhip from the Weſt Indies, ſuppoſed to be worth 25,000l. Capt. Cammock in conſequence ſailed directly for Beerhaven, at the entrance of which he had the fortune to meet with one of the enemy's ſhips proceeding to France with her prize. The latter was immediately retaken; and the captain, having ſent his lieutenant with forty men to take poſſeſſion, gave chace to the privateer. This he continued all night; but finding at day break that his expected prize had eſcaped his vigilance, by altering her courſe, he ſtood for Bantry bay which he entered the next morning, and captured the other privateer*, which was manned chiefly with Iriſh. Theſe were ſent to Cork to be tried for high treaſon.

* See Gazette, No. 4544.

Campbell

Campbell, who has given nearly the ſame circumſtantial account of this affair, adds, "that * in about three weeks after this time he had the good fortune to ſurpriſe a French privateer of twelve guns and ninety men, which was on the very point of capturing three merchant-ſhips, richly laden, all which he brought ſafe into the port of Londonderry †." On his return to England ſoon after this event he was promoted to the Monk ‡.

We do not find any mention made of this gentleman from this time till the year 1714; when, in conſequence of a moſt improper attachment to the cauſe of the exiled houſe of Stuart, he was diſmiſſed the ſervice. Although the political errors of a brave man ſcarcely fail of being pitied at the very time they are condemned, yet the ſubſequent conduct of this unhappy man was ſuch as, compaſſionately as we might be inclined, almoſt takes from us the power of commiſeration. He entered into the Spaniſh ſervice, and was appointed one of their rear-admirals; in which eminent ſtation, having his flag on board the St. Ferdinand, a ſhip of ſixty guns, he ſerved in the fleet,

* This is confirmed by the Gazette, No. 4556.

† In the life of ſir John Leake we find the following mention made of him.

"In the month of September 1709, upon his (ſir J. Leake's) arrival at Plymouth, he found ſome orders from the lord high admiral, and letters of advice, which his lordſhip had received from capt. Cammock, giving an account that eleven ſail of French privateers, ſeven from thirty to forty-ſix guns, and the reſt from twenty-four to twelve, were cruizing between Dungannon and the iſland of Lundy, to deſtroy the trade, and particularly thoſe large fleets from Dublin, Waterford, and Cork, bound to the Severn; and that the enemy were fitting out at St. Maloe's three ſhips of forty odd guns each, and ſeventeen from fifty-ſix to ſixty guns at Breſt, which intelligence captain Cammock affirmed might be depended upon."

We have been induced to inſert the above as a proof of Mr. Cammock's indefatigable activity in every line of ſervice where he was employed.

‡ We have the following account of a very meritorious ſervice performed by this gentleman in the month of April 1712, extracted from a letter dated on board the Monk, May the 9th. Captain Cammock, commander of his majeſty's ſhip the Monk, having intelligence that ſeveral of the enemy's privateers were cruizing off the Cape, ſet ſail on the 28th of the laſt month, and the ſame day took a privateer called the Salamander of ſixteen guns and one hundred and fifty

fleet, under admiral Caſtaneta, which was ſo memorably defeated by ſir Geo. Byng off Meſſina *. Mr. Cammock himſelf eſcaped out of the battle and got into the neutral port of Malta, with three ſhips of the line and as many frigates.

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fifty men belonging to Havre de Grace. On the 29th the captain retook a ſhip called the Boyle Galley of about two hundred and fifty tons, and of the value of eight thouſand pounds belonging to Cork. After this the captain met with the Oxford Galley, from Barbadoes, and two other galleys, which he ſaw ſafe into Crookhaven, where he landed ten guns, made two batteries on each ſide the harbour, raiſed the militia, and intrenched each ſide, ſo that it was impoſſible for them to be attacked; and thus ſet ſail in purſuit of the enemy. In the captain's abſence, one of the privateers of forty guns, ſent his boat to the harbour with a flag for the veſſels there to ſurrender or ranſom, but they firing both from on board and from the batteries on ſhore, he ſoon left them. The next day the captain got ſight of the ſame privateer, and after two hours engagement took her. She is called the Count Giraldin of St. Maloes, of forty guns, and three hundred and fifty-five men, commanded by captain du Pre; the enemy had thirty men killed and ten wounded, without the loſs of one perſon belonging to her majeſty. The value of the ſhips retaken and ſaved amounts to upwards the value of fifty thouſand pounds.

* Mr. Corbet, the author of the account of the expedition of the Britiſh fleet to Sicily, has been particularly ſevere, and we indeed think rather unwarrantably ſo in his character of this gentleman, which we have been induced to inſert, and the more ſo becauſe it contains an anecdote concerning him rather intereſting.

"This unhappy man (ſays he) was a native of Ireland, and being bred up to the ſea had raiſed himſelf to the poſt of a captain, and ſerved in queen Anne's war with no bad character; but aſſociating himſelf with thoſe who were enemies to the houſe of Hanover, and becoming obnoxious to the government, on the acceſſion of that family to the crown he abandoned his country, and entered into the ſervice of Spain, where he was promoted to the rank of a rear-admiral, and ſerved in that poſt in the expedition againſt Sicily. He had never been noted to want courage, but in the action off Paſſaro he ran away among the firſt, and eſcaped to Malta, affording an inſtance, how much a conſciouſneſs of guilt, and dread of puniſhment depreſſes the heart, more than the fear of an enemy. He was a vain boaſting man with a roving unſettled head, filled with airy ſchemes and projects, without any judgement or diſcretion. He aſſured ſignor Patinho, that he could put moſt of the Engliſh fleet into his hands, in recompenſe for that he had loſt: and, in that ſenſeleſs confidence, wrote a letter to the admiral to let him know, that he had the pretender's commands to aſſure him, if he would bring over the greateſt part of his fleet to Meſſina, or to any port in Spain, he would create him duke of Albemarle, with a royal bounty of one hundred thouſand pounds to ſupport the honour and dignity of that rank; and that every captain ſhould have

frigates. He was followed by admiral Byng in the month of October; but having cleaned and refitted the greater

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have ten thouſand pounds, and the ſeamen a gratuity of two months wages: that ſignor Patinho would ſatisfy him of the king of Spain's ſecurity for the performance of this agreement; and that nobody elſe but the duke of Ormond and Mar were in the ſecret. Whether he wrote by direction or not, does not appear, but the letter met with the contempt it deſerved."

Notwithſtanding theſe aſſerted extravagancies of temper, which we do not in the leaſt doubt his having exhibited, Mr. Corbet in ſome meaſure contradicts himſelf, by attributing the defeat of the Spaniards as owing in great meaſure to a neglect of his wholeſome advice. This has been literally tranſcribed by Mr. Campbell, who adds ſome very juſt and intereſting remarks on Mr. Camock, and his general character as an officer and ſeaman.

"It is agreed (ſays he) on all hands, their admirals defended themſelves gallantly, ſo that, upon the whole, their defeat may be charged upon their irreſolution at the beginning, and their not taking good advice when it was given them.

"I mean that of rear-admiral Cammock, an Iriſh gentleman, who had ſerved long in our navy, and who was (to ſpeak impartially) a much better ſeaman than any who bore command in the Spaniſh fleet. He knew perfectly well the ſtrength of both parties; and ſaw plainly, that nothing could ſave the Spaniards but a wiſe diſpoſition. Therefore, in the laſt council of war held before the battle, he propoſed, that they ſhould remain at anchor in the road of Paradiſe, ranging their ſhips in a line of battle, with their broadſides to the ſea, which meaſure would certainly have given the Engliſh admiral infinite trouble to attack them, for the coaſt there is ſo bold that their biggeſt ſhips could ride with a cable a-ſhore; and farther out the currents are ſo various and rapid, that it would be hardly practicable to get up to them, but impoſſible to anchor, or lie by them in order of battle. Beſides, they might have lain ſo near the ſhore, and could have received ſo great reinforcements of ſoldiers from the army to man and defend them; and the annoyance the Spaniards might have given, from the ſeveral batteries they could have planted along the ſhore, would have been ſuch, that the only way of attacking the ſhips ſeemed to be by boarding and grappling with them at once, to prevent being caſt off by the currents, which would have been an hazardous undertaking, wherein the Spaniards would have had many advantages, and the Engliſh admiral have run the chance of deſtroying his fleet, or buying a victory, if he ſucceeded, very dear."

Mr. Campbell very properly adds, in a note, "that ſuch was the opinion of ſir George Byng himſelf," and therefore we may reaſonably conclude, he who gave the advice was a good officer. He concludes his obſervations by ſaying, "The Spaniſh admirals were too much perſuaded of their own ſtrength, and the courage of their ſeamen, or elſe they fooliſhly depended on their not being attacked by our fleet: whatever the motive was, they ſlighted this ſalutary counſel, and were thereby undone."

part of his ſquadron, had put to ſea with four ſhips five days before the arrival of ſir George.

Powerful as was the naval force, and numerous as were the ſhips of the Engliſh at that time in the Mediterranean, Mr. Cammock had addreſs enough to eſcape their vigilance and get into Meſſina. From thence he conſiderably incommoded the operations of the German arms, by encouraging the equipment of ſmall privateers from the iſland of Lipari, which intercepted many of the caſual ſupplies deſtined for the ſupport of the troops. To remedy this inconvenience ſir George Byng ſtationed captain Walton, with a ſmall ſquadron, to cruiſe off Meſſina, that he might at one and the ſame time block up Mr. Cammock * and ſecure the paſſage of the veſſels, with proviſions for the uſe of the German camp. The tempeſtuous weather, by no means uncommon at that ſeaſon of the year, having blown Mr. Walton from his ſtation, Mr. Cammock ſeizing the firſt opportunity when the ſtorm abated of putting to ſea from Meſſina, appeared before Tropea, a port in poſſeſſion of the Germans, under Engliſh colours. He made uſe of a ſtratagem, which would have ſucceeded in giving him poſſeſſion of all the ſtores and proviſions collected there, had not the governor been a man of ſingular penetration and prudence. Mr. Cammock wrote him a letter, fictitiouſly ſigned with the name of one of the commanders in the Britiſh fleet, informing him that he was diſpatched thither, by ſir George Byng, to eſcort from thence the veſſels laden with ſupplies for Melaſſo, where the German army then lay encamped.

He urged him very ſtrongly to diſpatch, as the place was in the greateſt diſtreſs. This ſtory being exceedingly plauſible, would undoubtedly have had the deſired effect, but the governor examining the letter ſcrupulouſly, diſcovered it to be written on paper manufactured at Genoa, a circumſtance that firſt induced a ſuſpicion, and afterwards a poſitive refuſal to ſend the veſſels in queſtion out

* While that gentleman was thus employed, Mr. Cammock again ridiculouſly expoſed himſelf, to ſay no worſe of his conduct, by writing a letter to captain Walton alſo, as he had to ſir George, with the promiſe of a reward of ten thouſand pounds, a commiſſion of admiral of the blue, and to be made an Engliſh peer, if he would bring his ſhips into Meſſina; this offer the honeſt captain made known to the admiral with vehement expreſſions of abhorrence and indignation.

of

of the port. On what critical points do the affairs of war turn? Had the commandant been leſs wary, and the ſtratagem ſucceeded, it is by no means improbable that, notwithſtanding the naval ſuperiority of Britain, the cauſe of the emperor, her ally, would have been ſo totally ruined in Sicily, as to be irretrievable. Captain Walton returning a few days afterwards, Mr. Cammock thought himſelf happy in getting a ſecond time into Meſſina. In addition to the ſquadron under Mr. Walton, captain, afterwards admiral Mathews, was ſtationed at Pontemelia with a competent force to prevent Mr. Cammock's eſcape to the ſouthward. The rear-admiral, after having loſt two of the ſhips of his ſquadron, one of ſixty-four guns, called the Santa Roſalia, which was driven on ſhore by the Britiſh, and the other the St. Pedro, of ſixty guns, caſt away in the bay of Tarento, thought it high time to attempt making his eſcape to Spain, knowing the fate that muſt inevitably await him, ſhould he be taken priſoner. He accordingly put to ſea, in the beginning of February 1719, in a ſmall frigate; this veſſel being chaced on the 6th, by one of the ſhips belonging to the ſquadron under Mr. Mathews, the admiral himſelf eſcaped with much difficulty to Catania in his boat, the frigate itſelf was taken, having on board all his effects and papers, among which was found a commiſſion from the pretender, appointing him admiral of the white.

It is reported, and appears to be ſo on a good foundation, that not long after his return to Spain, he was baniſhed to Ceuta where he died, in what year is not particularly known, but in a ſtate of obſcurity and need bordering on diſtreſs, deſpiſed by his countrymen, and oppreſſed as well as neglected by thoſe whom he had endeavoured to ſerve, at the expence of not only having his memory branded with infamy, but at the hazard of ſuffering the ignominious death almoſt invariably inflicted on a captive traitor.

We behold in the conduct and fate of this unhappy man, a proof how talents, which when directed by propriety, would have entitled him to the higheſt public applauſe and veneration, are by the oppoſite behaviour converted into the means of afflicting him with neglect, ſcorn, and deteſtation. We learn from this uſeful leſſon, that the

greateſt profeſſional merit becomes an abſolute injury to its poſſeſſor, unleſs it is ſuſtained and ſurmounted by honour and public virtue. Even while in arms againſt his countrymen, he had the mortification of finding the wiſe and prudent meaſures he propoſed for the benefit of his new friends rejected by them, his councils deſpiſed, and the advice of others preferred, which brought on their ruin. He had the mortification of finding himſelf commanded by a man, for whoſe conduct, in every reſpect but gallantry, he muſt have entertained a thorough contempt, and whoſe worſe judgment being followed, he himſelf was made the innocent ſacrifice to atone for thoſe errors, which he had in vain endeavoured to prevent. Such inſtances and ſuch examples are perhaps neceſſary, to render mankind thoroughly acquainted with the defects of human underſtanding, and deter them from falling into the ſame abyſs.

CANNING, Richard,—was the ſon of captain George Canning, a captain in the navy in the reign of Charles the ſecond. Mr. Richard Canning himſelf is ſuppoſed to have entered into the navy, either before or very ſoon after the deceaſe of that monarch. His promotion in the ſervice was but ſlow, ſo that he was not appointed a lieutenant till the year 1691, and to what ſhip does not appear. In the following year he was promoted to be ſecond lieutenant of the Montague of 70 guns, one of the ſhips, we believe, belonging uninterruptedly to the main fleet during the whole war; it is not therefore much to be wondered at, that he neither acquired fame or procured promotion, having for ſo many years continued in a ſtation, where his abilities and exertions could be but little noticed.

The general good opinion, however, which was entertained of him, procured him at laſt to be promoted on the 22d of Auguſt, 1702, to be captain of the Tartar frigate, and in the following year he was advanced to be captain of the Aſſociation, of 90 guns, the flag ſhip of vice-admiral ſir Stafford Fairborne. In this ſhip he encountered and wonderfully ſurvived, after a myriad of diſaſters, that tremendous hurricane known by the name of the great ſtorm, which happened in the month of November, 1703, a particular account of which is ſubjoined

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to the account of ſir Stafford, and which nothing ſhort of exertions almoſt incredible, could have enabled them to ſurmount the dangers of. He does not appear to have met with any other opportunity of diſtinguiſhing himſelf, during the time he held this command. In the month of June, 1705, he was appointed captain of the Worceſter, as ſucceſſor to captain Thomas Butler*. This ſhip was employed principally as a cruiſer in the channel and ſoundings during the above year, as well as the enſuing; and as no man could have been more active in ſuch an employment, ſo have few ever been more ſucceſsful. During the period juſt ſtated, he captured a conſiderable number of trading ſhips, ſeveral privateers of no contemptible force, and the Valeur, a royal frigate, of 24 guns. In the month of September, 1706, he had alſo the good fortune to capture a very fine privateer, new from the ſtocks, mounting fourteen guns, called the Marquis de Chiange; this veſſel being a remarkable faſt ſailer, had been ſent to ſea for the purpoſe of procuring ſome intelligence of her majeſty's fleet, under ſir Cloudeſley Shovel.

We have no particular intelligence relative to captain Canning after this time, notwithſtanding we believe him to

* We are happy in embracing this opportunity of correcting an error committed in the lives of captain J. Littleton and captain R. Bokenham, with reſpect to the date of the action which took place between the Medway of fifty guns, ſupported by the Chatham, Greenwich, and Worceſter; which laſt ſhip is alſo erroneouſly ſtated to have been commanded by captain Thomas Butler, and two French ſhips called the Auguſte and Jaſon. This error has ariſen from too ſuperficially and implicitly relying on Lediard's information. Mr. Butler quitted the command of the Worceſter in the month of July, and in the action above related, that ſhip was commanded by captain Canning. It alſo appears by the gazette, No. 4148, that the encounter alluded to took place in the month of Auguſt 1705.—"Whitehall, Auguſt the 12th, 1705—On Friday night came advice, that her Majeſty's ſhip the Chatham had brought into Plymouth, the Auguſte a French man of war of fifty-four guns, which ſhe took off the Lizard, after a ſharp engagement of five hours, wherein the enemy had thirty men killed and twenty wounded—there was but one man killed and fourteen wounded on board the Chatham. Her Majeſty's ſhip the Worceſter, at the ſame time gave chace to another French man of war called the Jaſon, which when the Chatham brought away her prize, ſeemed to be yielding."

have been conſtantly in commiſſion, till the month of May, 1715; he then commanded the Dreadnought of 60 guns, one of the fleet ordered for the Baltic under ſir John Norris. No mention is ever made of him after this time, except the mere date of his death, which happened on the 3d of Auguſt, 1726.

CARLTON, John,—was appointed a lieutenant in the navy very ſoon after the revolution: in 1692 he was promoted to be firſt lieutenant of the Suffolk, a third-rate of ſeventy guns, commanded firſt by captain Pichard, and afterwards by captain R. Robinſon. His exemplary good conduct in this ſtation, induced the latter gentleman to recommend him particularly to the notice of ſir Cloudeſley Shovel, who took the earlieſt opportunity of getting him appointed, in 1696, to be commander of the Poſtboy brigantine, a ſmall veſſel belonging to the main fleet. We do not find any account of him after this time, nor was he promoted to the rank of captain in the navy till the 6th of July 1702, when he was appointed to the Rye, but met with no opportunity of diſtinguiſhing himſelf till the year 1707, at which time he commanded the Nonſuch on the North-American ſtation.

He bore a very diſtinguiſhed part in the attack made under captain Underdown, about the beginning of the month of Auguſt, in the year above-mentioned, on the French ſettlements at Newfoundland. No particular mention is made of him in the ſervice after this time, except that in the year 1712, he commanded the Glouceſter of fifty guns. A diſpute having unfortunately ariſen between himſelf and a Mr. Wye, his lieutenant, a duel enſued, in which captain Carlton unfortunately fell, rendering up to falſe notions of honour a life, long and honourably employed in the ſervice of his country, and which might have continued to have procured renown and advantage mutually to both, had it not been for that unhappy event.

The cauſe of the miſunderſtanding does not appear—the date only of accident is given, and variouſly. By rear-admiral Hardy, November 10, 1712: in a private memorandum relative to this gentleman, it is placed exactly twelve months later; and in a manuſcript liſt of naval officers, it is ſaid to have happened ſome time in the year 1715. The firſt we believe neareſt the truth.

FOTHERBY,

FOTHERBY, Charles.—We find no mention made of this gentleman, till he was on the 24th of October, 1702, appointed captain of the Mortar bomb-ketch; in the following year he was promoted to the Lark of forty guns, in which veſſel he accompanied ſir George Rook on his expedition to the Mediterranean in 1704. Being ſtationed a-head of the fleet to look out for the enemy, he had the good fortune to get ſight of them on the 7th of June, and immediately informed the admiral of circumſtances which he and two other ſhips near him had diſcovered. On this intereſting occaſion, which required the greateſt activity as well as diligence, he appears to have acted in a very diſtinguiſhed manner; nevertheleſs the enemy eſcaped for that time. When the perſeverance and ſpirit of ſir George was afterwards, in the month of Auguſt, rewarded by an opportunity of forcing the enemy to action off Malaga, captain Fotherby was ordered, together with two fifty-gun ſhips, the Newport of twenty-four guns, and two fire-ſhips, to lay ſome diſtance to windward of the line as a corps-de-reſerve, in caſe the enemy who had a number of large gallies, ſhould attempt to penetrate and break through the line of the combined fleet where it was weakeſt.

On the return of the main fleet, under ſir George Rooke to England, the principal part of the detachment left for the Mediterranean ſervice under ſir John Leake, ſailed for Liſbon to refit. Captain Fotherby was pro tempore commandant of the ſmall naval force left to co-operate with the Prince of Heſſe, and aſſiſt in the defence of Gibraltar. In this ſervice he was very delicately and critically ſituated, for on the fourth of October in the evening, an enemy's ſquadron of nineteen ſail of different rates, came into the bay, for the purpoſe of attacking that place briſkly by ſea, while a formidable land force ſupported the attack by a ſimilar aſſault on ſhore. Nevertheleſs, ſuch were the prudent diſpoſitions made in concert by the Prince and himſelf, that the enemy was kept completely at bay, and ſir John himſelf arriving on the twenty-ninth, the principal part of the enemy's naval force then before the place, was burnt or deſtroyed.

After this time we believe him to have been invariably employed on the Mediterranean ſtation, where in common

with the reſt of his gallant cotemporaries, he had little opportunity of acquiring fame or popular favour; the moſt conſequential ſervice in which we find him engaged, was at the ſiege of Alicant in the year 1706, he then acted as major of a regiment of volunteer ſeamen, embodied as a reinforcement to the land army which was judged too weak for ſo important an undertaking. No notice being ever taken of him in the ſervice after this time, it is not known how long he continued to be employed, or what ſhips he commanded. He died in England on the 1ſt of Auguſt, 1720.

HARDING, William.—Nothing very intereſting is known relative to this gentleman: he was appointed captain of the Dunwich, a ſmall frigate, on the 23d of March 1702, and ſent on the expedition againſt Cadiz, as an attendant on the fleet under ſir George Rooke. He was ſent home in the month of ſeptember, with the account that the army under the Duke of Ormond had diſembarked. Nothing is known of him after this time, for we are even ignorant of the time of his death.

HUGHES, Richard.—We find this gentleman acting as third lieutenant of the Queen, the ſhip on board which ſir Cloudeſley Shovel hoiſted his flag as admiral of the blue, in the year 1696. We find no notice taken of him after this time, till he was on the 19th of June 1702, appointed captain of the Triumph; although we believe him to have been conſtantly in commiſſion, we do not meet with any mention made of him during the whole war, except that he was appointed captain of the Medway's prize in the year 1706. He was in that year ſent to the Weſt Indies, from whence he returned with a number of merchant ſhips under convoy in the month of December. In the following year, the ſame veſſel being then alſo commanded by captain Hughes, was again ſent to the ſame ſtation; and from thence repaired to Newfoundland, where in the month of Auguſt, he much diſtinguiſhed himſelf, under commodore Underdown, in the attack and deſtruction of the French ſettlements on that iſland.

After the peace at Utrecht, we find him commanding the Plymouth of ſixty guns, and afterwards ſeveral other ſhips of the line in the different fleets fitted out for the numberleſs unintereſting expeditions, which took place between the years 1714 and 1726. In the latter year he

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was captain of the Edinburgh of ſeventy guns, one of the fleet ſent under ſir Charles Wager to the Baltic, and was ſtationed as one of the ſeconds to ſir George Walton, rear-admiral of the blue, and ſecond in command of the Britiſh diviſion. He was alſo employed on the ſame ſervice in the following year, under ſir John Norris. In 1728, was made captain of the Cornwall of 80 guns, one of the fleet ordered to be again collected for the purpoſe of puniſhing the ſtill unremitted depredations of the Spaniards, and put, as that in the former year had been, under the command of ſir Charles Wager, who hoiſted his flag on board the ſhip juſt mentioned.

When the fleet was diſmantled, as was the caſe ſoon afterwards, captain Hughes retired altogether from this line of active ſervice, being appointed commiſſioner of the navy reſident at Portſmouth. In this ſtation he continued with all the credit naturally due to diligence and integrity, till the year 1754, and having then attained a very advanced age, he retired totally from public life on a penſion of 400l. a-year, which he enjoyed till the time of his death; this happened on the 12th of Nov. 1756: he was ſucceeded as commiſſioner of the navy, by his ſon captain Richard Hughes.

MARTIN, Stephen,—who afterwards took the name of Stephen Martin Leake, in compliance with the deſire of admiral ſir John Leake*, was the only ſon of captain Thomas

* The author of the life of ſir John Leake, gives us the following account of the friendſhip and connection which ſo long ſubſiſted between theſe two gentlemen, and adds many intereſting particulars of the early part of captain S. Martin's life, which we have thought it not improper to inſert:——He, ſir John, deviſed his eſtate to truſtees for the uſe of his ſon during life, and after his death without iſſue, to captain Martin and his heirs. This was an extraordinary inſtance of ſir John's regard for captain Martin and his family; but conſidering all circumſtances, it could hardly be otherwiſe, for beſides that they had always had a brotherly affection for each other, a friendſhip had long ſubſiſted between the two families, which ought to be remembered. Captain Richard Leake, the father of ſir John, having retired to Holland for ſafety in the civil war, as related in the firſt chapter of the firſt book, there met with captain Stephen Martin, the grandfather of captain Stephen Martin, who having faithfully ſerved King Charles the Firſt and King Charles the Second, as captain of a company during the rebellion, had been obliged to retire to the ſame place as a fellow-ſufferer in the ſame cauſe, they ſoon became acquainted

Thomas Martin by Elizabeth his wife, daughter of —— Borean of Hadley. The particulars of his early life and ſervice will be found in the note below; and to them we have only to add, that in 1692 he was firſt lieutenant of the Eagle, as he had before been of the Dartmouth. Both theſe ſhips were in ſucceſſion commanded by captain, afterwards ſir John Leake, and with whom, as it is ſtated in the life of that admiral, he always removed from one ſhip to another during the reign of King William. He

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quainted, and contracted a friendſhip for the each other; and upon the reſtoration returned together to their native country, where ſoon after, captain Martin died, but the friendſhip of captain Leake ſurvived; he continued it to his ſon Thomas Martin, who by his care and inſtruction became both a good gunner and a good engineer, and entering into the ſervice of the artillery, was made captain of a company of matroſſes. He diſtinguiſhed himſelf in the defence of Tangier in Africa againſt the Moors, (being then in the hands of the Engliſh) and was afterwards employed with captain Leake in the demolition of the town in the year 1683, when they returned together to England. At the revolution he went in the army to Ireland, where he had the reputation of a brave officer and a good engineer, and continued there till the year 1690, when being employed to carry on an attack at the ſiege of Cork, he was diſabled by the burſting of a cannon, of which wounds he died about two years after.

The ſame friendſhip that had ſubſiſted between the fathers, was cultivated and improved by the ſons. Captain Martin had been recommended to ſir John's care by both the fathers, and was very early his pupil; this was the occaſion of his entering into the ſea-ſervice, and the deſire he had to be with his friend, made him reject all other means of promotion, for ſir Cloudeſley Shovel had ſhewed a great regard for him at the battle of Bentry Bay, (where he had his thigh broken by a cannon ball on board his ſhip, he then ſerving as a midſhipman) and promiſed to provide for him; but he was no ſooner recovered than he went on board the Dartmouth, captain Leake, whereby he loſt ſeveral years in his promotion to a command. He was his lieutenant almoſt all the while he was a captain, and became ſtill more cloſely united to him by the marriage of Elizabeth, the ſiſter of Chriſtian Lady Leake. The only ſeparation afterwards was in the year 1697, when captain Martin commanded a bomb to Newfoundland, and in the year 1702, when he had the like command at Cadiz and Vigo. In the former of theſe expeditions he ſignalized his ſeamanſhip, and in the two latter his bravery, for which he was immediately promoted to the command of the Lanceſton frigate, in which ſhip he was cruizing in the channel when ſir John being appointed rear-admiral of the blue, made choice of him for his captain; and in this ſtation he continued to the end of the war the inſeparable companion of his fortune. How well he diſcharged the truſt and confidence repoſed in him, ſir John himſelf gave an inconteſtable proof when he made him his heir.

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was first lieutenant of the Eagle at the memorable battle off La Hogue, in which he was twice wounded, though happily but slightly; he had also a still more narrow escape in this action, a cannon shot having passed between him and his brother-in-law captain Leake, with whom he was at that time actually in conversation, and in the act of receiving orders from him. At the destruction of the enemy's ships under Cape La Hogue, Mr. Martin, who notwithstanding his former wound, was not sufficiently disabled to prevent his going again into action, commanded the Eagle's boats, and fired one of the enemy's largest ships, besides rendering other considerable service.

On the 6th of March 1702*, he was promoted to the rank of captain, and appointed to command the Mortar bomb, in which vessel he accompanied sir George Rooke on his expedition against Cadiz and Vigo, and is said to have very much distinguished himself. But the editor of sir John Leake's life, who makes this observation, which we believe very just, has not given us any particulars. On the return of the fleet to England, captain Martin was promoted to be captain of the Lowestoffe frigate, then stationed as a cruiser off Guernsey. In this vessel he did not long continue, being pitched upon by sir J. Leake, who was just before promoted to the rank of rear-admiral of the blue, to be his captain. He was accordingly in the beginning of Jan. 1702-3, appointed to command the Royal William. It is a remark made elsewhere, highly to this gentleman's honour, that the family connections between the admiral and himself, had not so great a share in influencing this choice as his own noble qualifications.

Mr. Leake being very soon afterwards advanced to be vice-admiral of the blue, removed his flag first into the St. George, and afterwards into the Somerset, a third rate. Into both these ships Mr. Martin accompanied him, as he did afterwards into the Prince George of 96 guns, in which ship he sailed for the Mediterranean in the month of July, with the fleet bound thither under the command of sir Cloudesley Shovel. The events of this gentleman's life being so materially and closely connected with that of sir John Leake, it is less necessary for us to be particular.

* This is the first official account we meet with of his holding any command.

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and diffuſe, and we have only to point out ſuch tranſactions as are irrelative to the life of the admiral himſelf. In a few days after the return of the fleet to England, and before ſeveral of the ſhips had been able to reach the ports whither they were ordered for the winter to be re-equipped and fitted, the tremendous hurricane uſually diſtinguiſhed by the name of the Great Storm, overtook them. Several periſhed with all their crews, a far greater number received ſo much damage, that their eſcape from total deſtruction appeared as one of thoſe rare and impreſſive interpoſitions of Providence, beſt calculated to ſtrike the infidel ſceptic with awe and terror, while a few only, under the ſame protection aided by the precautions of prudence and ability, ſurvived the danger in great meaſure unhurt, and in our inſtance, we might alſo add almoſt totally ſo. At the hour when this diſaſtrous and melancholy event began, the Prince George was at anchor in the Downs*, and the circumſtances of that ſhip's eſcape, are perhaps as ſingular as any in naval hiſtory.

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* The account given by Mr. Leake of this tranſaction, is too curious and intereſting to be omitted.

It was one of the long and dark nights of November, between the 26th and 27th, that brought forth this dreadful ſtorm. The violence of it began about one o'clock, the wind blowing from the W. S.W. to the S.S.W. and in a ſhort time ſpread deſtruction over the face of the whole kingdom; but as it ſeems to have engendered in the Downs, ſo it ſpent its fury there. That place, which the evening before appeared like a goodly foreſt, in two hours was reduced to a deſart, hardly an object being left to chear the ſight, had the darkneſs of the night permitted. Vice-admiral Leake in the Prince George, alone riding faſt in deſpite of the two contending elements, but with the expectation only of being the laſt to be ſwallowed up. About three o'clock, believing the ſtorm to be at the worſt, they were encouraged to hope they might ride it out; but juſt then, they diſcovered the Reſtoration, a third-rate ſhip driving upon them, and preſently came ſo near, they were forced to brace their yards to prevent her driving on board them—however they hoped ſhe might go clear of them; but whilſt they flattered themſelves with this expectation, her anchor came up to the hawſe of the Prince George, and ſhe ſtopt, riding faſt by them. Now their fate ſeemed inevitable; for if no ſhips but theirs had been able to ride out the ſtorm ſingle, how was it poſſible their ground tackle ſhould hold two great ſhips; there was no means left but to cut her away. They endeavoured it, but could not do it. There were now no hopes, they waited their approaching fate,

In 1704, he continued captain of the Prince, which he commanded under ſir John Leake at the battle off Malaga, where he behaved in his accuſtomed ſpirited manner. Mr. Leake, in his account of the life of ſir John, makes however a remark relative to captain Martin and ſir Cloudeſley Shovel, which we cannot refrain from briefly commenting on. "Sir John Leake," ſays he, "diſpatched captain Martin to ſir Cloudeſley Shovel, propoſing to puſh the enemy's van, till he broke their line, or obliged their center to draw off; but ſir Cloudeſley *did not approve of the propoſal*, whereby the greateſt part of our van remained ſpectators only, during the reſt of the engagement." This certainly implies a kind of charge againſt ſir Cloudeſley, which we feel ourſelves, in juſtice to his character, bound to reſiſt. Mr. Leake has either been miſinformed, or was not aware of the force of his own aſſertion. Sir Cloudeſley, in the account given by him of the above encounter, very ſufficiently accounts for his cloſing the line and deſiſting from puſhing the enemy's beaten van. Sir G. Rooke's diviſion, which was rendered the weakeſt in the fleet, on account of ſeveral of the ſhips which compoſed it, being obliged to quit the line for want of ſhot, was oppoſed to the center of the enemy, which was in much greater force;

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fate, which every minute threatened their deſtruction. By the prodigious ſtrain, their beſt bower was ſoon brought home, and their ſmall bower brought a-head, and in this manner they rode for half an hour, the longeſt half hour that ever they knew, for every minute ſeemed to be the laſt; but when all human aids failed, and all expectations were vain, the inviſible hand of providence relieved them, for whether the cable of the Reſtoration parted, or the anchor ſlipped, they knew not; but ſhe drove away, and ſoon after was loſt, with every living creature on board, by which means vice-admiral Leake happily ſurvived the general deva[illegible]. This wonderful deliverance under providence, was owing to a prudent foreſight in the admiral and his captain, captain Martin, by providing againſt the worſt. The day before, when it blew very hard, and conſidering the time of the year, the place they were in, and what might happen, they made a ſnug ſhip, veering out their long ſervice to two cables and two thirds, and doing every thing that might enable them to ride out a hard ſtorm, by which precaution they not only ſaved themſelves, but the lives of ſeven hundred men under their care, with her Majeſty's ſhip; and all this without cutting away a maſt, uſing any extraordinary means, or receiving any damage more than uſual in a hard gale of wind, which was a happineſs and an honour no other could pretend to.

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and the conſequence of that great ſuperiority might have been extremely fatal, had not ſir Cloudeſley prudently decided on the meaſures already ſtated, for the purpoſe of aſſiſting the commander in chief; certainly no man properly acquainted with his character, can heſitate a moment on attributing his conduct to that motive only. As to Mr. Leake's propoſed manœuvre, and his arguments in ſupport of it, we cannot but totally differ in opinion from him. To have purſued the beaten van, would certainly have left the center a ſacrifice; and the French, had not the advantage been decidedly on their ſide, would at leaſt have had the glory of calling it a drawn battle; ſo that Mr. Leake's ſubſequent charge of incapacity againſt Shovel, is at once illiberal and unjuſt.

To return to captain Martin: he was in the foregoing action ſlightly wounded with a ſplinter, but happily in ſo trivial a degree, as ſcarcely to produce even a temporary confinement. Sir John Leake being ſoon after the action, appointed commander of the ſmall ſquadron left behind for the protection of Gibraltar, ſhifted his flag on board the Nottingham, and captain Martin ſailed for England with the Prince George, which ſtood in need of a thorough repair. He returned to the Mediterranean in the following ſpring, with the fleet under admiral Shovel, and was preſent at the ſiege and capture of the city of Barcelona. On the voyage to Liſbon after the ſurrender of the above important place, owing principally to the delays occaſioned by waiting for the Dutch heavy ſailing ſhips, the fleet was upwards of thirteen weeks on its paſſage, and the ſcurvy, added to a ſcarcity of proviſions, induced ſo dreadful a mortality in the fleet, that it was computed upwards of three hundred men were thrown overboard from the Prince George alone, from the time that ſhip left Portſmouth to the time of her laſt arrival at Liſbon. Captain Martin continued in the Tagus during the winter, and having careened his ſhip, ſailed in the month of April to join ſir John, who had departed for the Mediterranean ſome time before with all the ſhips that were ready for ſea.

The firſt operation of the naval campaign of this year 1706, was the relief of Barcelona, which city was reduced to the laſt extremity; the conqueſt of Carthagena and

and Alicant quickly followed, as afterwards did that of the iſland of Majorca and its dependencies. Theſe ſucceſſes however were principally owing to the operations of the land force, thoſe of the navy being only ſecondary, and in ſupport of a ſervice which could not indeed have been carried on without ſuch aſſiſtance, but which preſents us with nothing intereſting. After the latter ſucceſs, the ſeaſon being then deemed too far advanced for any other operations, captain Martin with the Prince George, returned for England. During the following year, captain Martin ſtill continued captain of the ſame ſhip*, as he did during the earlier part of the enſuing. Sir John, who had been advanced to be commander in chief in the Mediterranean, and conſequently had the privilege of having two captains, appointed ſir T. Hardy his firſt, or captain of the fleet, Mr. Martin continuing to retain his original ſtation, being appointed to the Albemarle, which was choſen by ſir John to be his flag ſhip.

In this year the archduke's conſort being convoyed by the above fleet from Italy to Barcelona, and taking her paſſage on board the admiral's ſhip, on her arrival in Spain ſhe preſented captain Martin, as well as ſir Thomas, with a valuable diamond ring, as a teſtimony of her eſteem as well as gratitude, for their attention to her. Nothing very material, or worth particular detail, took place during the courſe of this year. At the commencement of the enſuing, ſir John having in the interim returned to England, was appointed commander in chief in the channel, and captain Martin was accordingly appointed firſt to the Royal Sovereign, and afterwards to the Ruſſel of 80 guns, into which ſir John almoſt immediately removed. The ſubſequent events, eſpecially thoſe in which the Ruſſel was particularly engaged, were too trivial to merit particular notice.

During the year 1710, ſir John Leake having been ſucceeded in his command by admiral Aylmer, Mr. Martin ſerved merely as a private captain, but in the month of January following, his original patron having reſumed

* But the only particular mention we find made of him is, that he was one of the members of the court-martial convened on board the Albemarle, for the trial of ſir Thomas Hardy.

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his former ſtation and command, captain Martin was appointed captain of the fleet, to ſucceed ſir Thomas Hardy, who was juſt before made rear-admiral of the blue. On the retirement of ſir John Leake, captain Martin, who had for ſo many years been his companion in danger, fired with a very proper indignation at the highly unmerited ill-treatment of his friend and patron, was no longer ſo ſolicitous for active employment, as he otherwiſe in all probability would have been. The enemies of ſir John, on their part, were perhaps little diſpleaſed at receiving no ſolicitations on that head, from a worthy man whom decency could not have ſuffered them to neglect, but whoſe worth, their own narrow minded policy induced them to envy and deteſt.

Sir John is ſaid, by the author of his memoirs, to have frequently remarked to him, that he ſuffered on his account, and adviſed him repeatedly to make application for employment, that he might not appear to forego his pretenſions to the rank of a flag officer: but, adds the ſame author, he had too much gratitude and honour to quit his brother and his friend for any conſideration.

Captain Martin appears to have always lived in a peaceable retirement after this time. Among the funeral certificates preſerved in the college of arms, we find one of this gentleman—"Stephen Martin Leake, Eſq. one of the ſenior captains in the royal navy, and ſome time firſt captain to the admiral of the fleet, and one of the elder brethren of the trinity-houſe, departed this life on Monday, January the 19th, 1735-6, in the 70th year of his age, at his houſe at the Grove at Mile End, in the pariſh of Stepney, and county of Middleſex. He was buried on the 26th of the ſame month in the family vault, Stepney Church-yard. The heralds attending according to his degree."

MAYNARD, Henry Lord*,—was the third ſon of Banaſter, third Lord Maynard, and Elizabeth Grey, only

* The following account of the anceſtry of this noble family is extracted from Collins:—It appears from the roll of Battle Abbey, wherein the names of thoſe are inſerted who accompanied William, Duke of Normandy, in his ſucceſsful deſcent into England, A. D. 1066, that Mainard (as Hollinſhed writes the name) or Maignard, (as Stow) was one of them; and all genealogiſts agree, that the preſent viſcount Maynard is deſcended from him.

daughter

daughter to Henry Earl of Kent. Having made choice of a naval life, he was on the 15th of January 1702, appointed captain of the Charles galley. It is moſt probable he did not long continue to be employed, as his name does not any where occur either in the ſervice, or as commanding any other ſhip. On the death of his father, on the 4th of March 1717-18, he ſucceeded to the title of Lord Maynard, and dying unmarried on the 7th of December 1742, was buried at Little Eaſton.

RANES, Edward,—was on the 14th of September 1702, appointed captain of the Firedrake bomb-ketch, in which veſſel he was unhappily loſt on the 12th of October 1703, he himſelf, together with his whole crew, periſhing.

SMITH, Charles,—entered into the navy before the revolution. Soon after this memorable epoch, he was promoted to the rank of lieutenant, in which ſtation we find him, in the year 1693, ſerving on board the Berwick of ſeventy guns. He continued to be thus employed on board divers ſhips of the line during the remainder of the war, and was not advanced to the rank of captain till the 12th of October 1702; when, being at that time lieutenant of one of the ſhips of war belonging to the ſquadron in the Weſt Indies, under admiral Benbow, and having behaved with the greateſt ſpirit in the well-known and too diſgraceful encounter with Du Caſſe, he was appointed to the Greenwich of fifty-four guns, as ſucceſſor to captain Wade, whoſe demerits on the ſame occaſion are well known. He continued to ſerve as captain of divers ſhips of the line, and juſtly acquired all the reputation poſſible to be gained by a man of honour, who never had any opportunity of diſtinguiſhing himſelf but by his diligence and activity.

After the peace at Utrecht he continued alſo to be employed, as one of thoſe truly valuable characters who are leſs advanced in the ſcale of popular opinion, only becauſe they have the misfortune of being ſomewhat leſs known. He retired at laſt from the ſervice, being appointed, on the 27th of December 1728, ſecond captain of Greenwich Hoſpital. On the 16th of September 1737, he became firſt captain, on the promotion of captain Tudor Trevor to be lieutenant governor; and on the death of

that gentleman, was, in the year 1740, himſelf advanced to the ſame ſtation; this he enjoyed till the time of his death, an event which took place on the 2d of Auguſt 1750.

THOMPSON, Robert,—was appointed a lieutenant in the navy very ſoon after the Revolution; and towards the latter end of the year 1692 was promoted to be firſt lieutenant of the Dunkirk, a fourth rate, one of the ſquadron ſent about that time to the Weſt Indies, under the command of ſir Francis Wheeler. He continued a lieutenant during the whole of that war and the ſucceeding peace; but on the 24th of September 1702, was promoted to the rank of captain, and appointed to the Sunderland of fifty guns. He afterwards commanded ſeveral ſhips, nearly all of the ſame rate; and was employed principally in convoying different merchant fleets. In the year 1706 he was captain of the Woolwich, and was ſent to India, from whence he returned in the following year, under the orders of captain Thomas Smith*, in the Litchfield, having ſix Eaſt India ſhips under their protection. This is the laſt ſervice which we find any mention made of his having been engaged in. He was put on the ſuperannuated liſt in the year 1714, with a penſion of 91l. 5s. per annum. The time of his death does not appear.

1703.

BOURNE, Sampſon,—was appointed lieutenant of the Mermaid, a frigate of thirty-two guns, in the year 1692. This veſſel was one of ſir Francis Wheeler's ſquadron, ſent in the month of December following to the Weſt Indies. He continued to ſerve in the ſtation of lieutenant during the remainder of king William's reign, and attended ſir G. Rooke, in the year 1702, with the armament ſent to Spain, not having at that time had any pro-

* Captain Spann, in the Norwich, was alſo in company with them.

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motion. He was lieutenant of one of the ſhips belonging to the ſquadron detached under commodore Walker, after the miſcarriage of the firſt part of the expedition againſt Cadiz, to the Weſt Indies, where he was, on the 25th of June 1703, promoted to the command of the Boyne of eighty guns. The ſervices on which this gentleman was for ſome years employed, were, unhappily, of ſo little conſequence, that we find not the ſmalleſt mention made of him till the year 1711, when he commanded the Newcaſtle of fifty guns, one of the ſhips on the Weſt Indian ſtation. He had at that time an opportunity of diſtinguiſhing himſelf, which he improved by exerting himſelf in ſo ſignal a manner, that we muſt, without a wiſh of attributing to him the ſmalleſt degree of merit greater than what he is juſtly entitled to, fairly conclude, the undiſtinguiſhed manner in which he compulſively paſſed the preceding part of his naval life, was conſidered as great a misfortune by himſelf as it was a loſs to the public ſervice.

Campbell has given an account of the very gallant tranſaction to which we refer; this is taken from that given by captain Bourne himſelf, which is inſerted below*, and which probably may be thought at leaſt as ſatisfactory

* Extract of a letter from captain Bourne, commander of her majeſty's ſhip the Newcaſtle, in Carliſle Bay in Barbadoes, July 17, 1711.

"On the 10th day of June laſt, I met, off St. Pierre in Martinico, a French ſhip of thirty-ſix guns, a hag boat of twenty-four, two maſt veſſels, and nine privateer ſloops, having, as I have been ſince informed, two thouſand men on board, in order to make a deſcent on Antegoa. By the time I got within piſtol-ſhot, it fell ſtark calm, and they lay ſo upon my quarter, that I could not bring a broadſide to bear; however, after about three hours engagement, they were ſo ſhattered, that they endeavoured with the very firſt breeze to return into harbour, in which they ſucceeded, for I had two nine-pound ſhots through my fore-maſt, for which reaſon I could not venture to carry ſail upon it; and all my rigging and ſails were very much diſabled. On the Friday following I returned to Barbadoes; when the next day two expreſſes arrived from the Leeward Iſlands, deſiring our aſſiſtance; hereupon I immediately refitted my maſts and ſhip, and ſailed on Sunday in the evening for Antegoa; but perceiving, by ſignals made from the ſhore, that the enemy were not there, I continued my courſe for Montſerat, where I arrived on Wedneſday, and was adviſed by the preſident and council of that iſland, to proceed to Nevis, as the place moſt likely to be attacked. Accordingly I ſailed from

factory than a more laboured and poliſhed narrative. In the following year, this gentleman having been unhappily guilty of ſome breach of orders or duty, the circumſtances of which are not particularly explained, was diſmiſſed the ſervice, and never afterwards reſtored. Thus we ſee that men, who on ſome occaſions have behaved with the utmoſt gallantry, and juſtly acquired the higheſt honour, are at other times not exempt from that degree of human frailty which brings on their ruin, diſgrace and deſtruction.

Captain Bourne went afterwards into the merchants' ſervice, and died on the coaſt of Guinea ſome time in the year 1719.

CAMPION, Thomas,—was appointed ſecond lieutenant of the Lumley Caſtle of fifty-ſix guns, about the end of the year 1692; we find no other mention made of him till the year 1703, when he was, on the 22d of Auguſt, promoted to be captain of the Sorlings frigate*. His conduct was ſo reprehenſible, that he was diſmiſſed from this command by the ſentence of a court-martial, held on the 31ſt of March 1704. As an additional puniſhment he was alſo ordered to be impriſoned for twelve months, and declared incapable of being ever again employed. The time of his death is unknown.

CHAMBERLAIN, Peter.—The firſt information we have of this gentleman is, that he was employed as commander of the Spy brigantine, a ſmall veſſel, under the command of rear-admiral Dilkes, and attached to his

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Montſerat about twelve at night, but had hardly been gone three hours, before ſixteen privateers landed fifteen hundred men on the iſland. Immediately upon this a ſmall ſloop found means to eſcape with intelligence of it to me; which, when the enemy perceived, and having received aſſurance of my being at Nevis, they inſtantly embarked again, and got off before my return, without doing any damage to the iſland, and leaving ſeveral of their men priſoners behind them. Theſe men, upon examination, informed us that their firſt deſign was upon Antegoa; but that being very much diſabled in their late engagement with me, wherein, according to their own account, they had ſixty-four men killed, and a great many wounded; they were not able to put to ſea, and were therefore contented to make this unſucceſsful attempt on Montſerat."

* He was appointed acting captain of the Sunderland on the 27th of April preceding.

ſquadron,

ſquadron, on his expedition to Cancalle Bay, in the month of Auguſt 1703. His exemplary good conduct on this occaſion procured him a promotion, on the 13th of the month above-mentioned, to be captain of the Orford prize, a ſmall frigate, taken a ſhort time before, by captain, afterwards ſir John Norris. He was again ſtill farther advanced to the Litchfield prize, a frigate of thirty-ſix guns. This veſſel was unhappily caſt on ſhore upon the coaſt of Suſſex, in the well-known hurricane which happened in the month of November following, but captain Chamberlain, as well as all his people, fortunately ſaved their lives; and the veſſel itſelf is ſaid to have been preſerved. We believe him to have been conſtantly employed during the remainder of the war, but on ſuch unprofitable ſervices, with reſpect to the acquiſition of fame, that we do not find the leaſt mention whatever made of him.

After the acceſſion of king George the firſt, captain Chamberlain commanded the Hampſhire of fifty guns; we do not, however, find any thing worth recounting, except the mere appointment itſelf. He afterwards removed into the Milford frigate, and was ſent to the Weſt Indies, where he was unhappily loſt, on the 18th of June 1720, the veſſel being driven aſhore on the north-weſt end of the iſland of Cuba, and the commander, as well as nearly the whole crew, periſhing with her.

COW, John,—was promoted to the rank of lieutenant not long after the revolution; and in the year 1693 ſerved as fourth lieutenant of the Sandwich, a ſecond rate. Through the intereſt and recommendation of captain Cornwall, whoſe eſteem and favour his conduct highly entitled him to, he was, when that gentleman removed from the Sandwich into the St. Andrew, a veſſel of the ſame rate as the former, in 1696, appointed firſt lieutenant under him of that ſhip. He was advanced to the rank of captain in the navy on the 27th of September 1703, and was appointed by ſir Cloudeſly Shovel to command the Ranelagh, of eighty guns, under rear-admiral Byng, in conſequence of the death of captain William Seally. He returned to the Mediterranean in the following year, under the immediate command of the ſame gallant admiral, and very much diſtinguiſhed himſelf at the attack of

Gibraltar, which Mr. Byng commanded in chief. He was unfortunately killed a few days after this, at the very memorable engagement off Malaga; having on all occaſions, during the ſhort time fate permitted him to live, moſt honourably maintained the character of an able and gallant commander.

DERING, Unton,—was the grandſon of ſir Edward Dering, of Suſenden Dering, in the county of Kent, baronet*. He was appointed captain of the Arundel frigate on the 4th of March 1703: this veſſel was principally employed during the whole time it was commanded by this gentleman, in convoying tranſports or ſmall merchant fleets, ſervices little calculated to raiſe the character of a brave and enterpriſing commander. Captain Dering died, without having been removed into any other ſhip, on the 16th of November 1706.

ELLIOT, Chriſtopher,—was, on the 21ſt of July 1703, promoted to the command of the Dunwich, and died, without having been removed into any other ſhip, on the 27th of December 1704.

FAIRBORNE, William,—was, on the 10th of March 1703, appointed to command the Burford, of ſeventy guns: he did not long continue in this ſhip, and it is not known into what veſſel he afterwards removed. He died at Leghorn, on the 5th of October 1708, being at that time captain of the Centurion.

GREVILLE, the honourable Algernoon,—was the ſecond ſon of Fulke, fifth lord Brooke†, and Sarah, daughter

* This family is of Saxon extraction, and has flouriſhed in the county of Kent long before ſurnames were in uſe, as plainly appears by the Doomſday Book, the Textus Roffenſis, and ſeveral Saxon deeds ſtill in being. The name Dering is a Saxon word, and ſignifies terror; and the horſe, which is the creſt of the family, was the arms of the chief Saxons, and particularly of Hengiſt himſelf, and of all the kings of Kent ſucceſſively. In the Textus Roffenſis we find that Diering Miles was a witneſs to a deed, by which king Etheluff gave certain lands in Cucolaſtone to the church of Rocheſter, A. D. 880. He is ſaid to be deſcended in a direct line from Ethelwald, king of Diera, whoſe father, Oſwald, was ſlain by Penda the Mercian, A. D. 642.

† Leland, in his Itinerary of England, ſays of this family, "Some hold opinion that the Gravilles cam originally in at the conqueſt. The veri ancient houſe of the Gravilles is at Draiton, by Banburi, in Oxfordſhire; but there is an nother manor place of the chief ſtok of the Gravilles,

daughter of ſir Samuel Daſhwood, alderman of London. He was appointed captain of the Garland frigate, on the 31ſt of March 1703: but few of his high rank have ever been ſo little noticed in the ſervice; the only mention we find made of him is, that in the month of November 1705, he commanded the Dunkirk, and was ordered to cruiſe in the Channel, where he had the good fortune to capture a French frigate, of twenty-four guns. He is ſaid, by rear-admiral Hardy, to have died rear-admiral of Great Britain, on the 28th of April 1720: no notice is taken of this appointment by any other perſon; but this circumſtance does not fully authoriſe our diſbelief of the truth of it, becauſe it is merely of a civil nature, and probably may, on that account, have been diſregarded by all perſons who have written on affairs of the navy.

GORE, Henry,—was of a very ancient and reſpectable family, which ſettled in Ireland about the year 1600, and have ſince acquired great poſſeſſions and honours there, its deſcendants being at this day poſſeſſed of two earldoms in that kingdom, Arran and Roſs. Mr. Henry Gore having entered into the navy about the time of the revolution, was, in the year 1693, appointed fifth lieutenant of the Vanguard, a ſecond rate. We do not find any mention made of him after this time, till the year 1702, when he was appointed acting commander of the Hound, a veſſel which is ſtiled a ſmall frigate, but which we ſuppoſe to have been what we now call a ſloop of war: having diſplayed a conſiderable ſhare of activity in this ſtation*, he was, on the 29th of October 1703, promoted to

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Gravilles, caullid Milcot, yn Warwickſhire, were a late, as at a newer, fairer and more commodious houſe thei uſed to ly at. And court rolls remayne yet at Draiton, that the Grevilles (bad) landes ons by yere 3300 marks.

" And Grevilles had Knap Caſtel, and Bewſbuſch Parke, and other landes in Southſex, by deſcents of their name.

" Grevill, and ancient gent. dwelleth at Milcote, ſcant a mile lower then Stratford, towards Avon ripa dextra."

Theſe, and other authorities, together with the name itſelf, which plainly appears to be Norman, ſufficiently evince the great antiquity of this family in England.

* He was very ſucceſsful againſt the ſmall French privateers, which, conſidering the nature of his command, was the only ſervice that could poſſibly be expected from him.

the rank of captain in the navy, and appointed to the Garland frigate; but the ſervices on which he was, from time to time, employed, were of too little conſequence to excite public attention.

In the month of October 1707, he was one of the members of the court-martial held on board the Albemarle, for the trial of ſir Thomas Hardy; and after this time we are again in the dark as to any anecdotes relative to this gentleman's ſervices till the year 1711, when we find him captain of the Sunderland, of ſixty guns, one of the ſquadron ſent under the command of ſir Hovenden Walker, on the unfortunate expedition againſt Quebec: no opportunity occurred on this occaſion by which he could diſtinguiſh himſelf; but to eſcape deſtruction, when ſurrounded by difficulties and dangers, implies a conduct and degree of attention meriting both praiſe and honour. We have no authority that warrants our aſſerting he held any commiſſion after he quitted the command of the Sunderland. He appears to have retired, during the latter part of his life, to Ireland, where he died on the 14th of February 1725.

HANWAY, Jonas,—was an officer in the navy at, or very ſoon after the revolution. In 1692 he was appointed lieutenant of the Prudence, a fourth rate, of forty-two guns, hired from the merchants, and employed principally in convoying the coal trade to and from Newcaſtle. No mention is ever made of him after that time, till he was, on the 29th of July 1703, appointed captain of the Lark, of forty guns. This gentleman, who was, without the ſmalleſt riſk of degrading the character of others by the compariſon, as gallant and as worthy an officer as ever attained to the rank of a commander, had no opportunity of diſtinguiſhing himſelf till the year 1709, at which time he commanded the Plymouth, of ſixty guns.

Captain Hanway was on his way to Plymouth, in order to repair ſome damages he had received in a gale of wind, when, on the 20th of September, the Deadman bearing N.W. by N. about ſeven leagues diſtant, he fell in with a French ſhip of war, mounting forty guns, but having ports for forty-eight, called the Adriade. This veſſel was fitted out at Dunkirk purpoſely as a cruiſer, and was commanded by

by the Sieur Jacques Caſhard, an officer of the moſt approved courage and profeſſional knowledge. Captain Hanway, although the Plymouth was at that time by no means complete and fit for action, heſitated not a moment in giving chace, and after a purſuit of two hours, got near enough to engage. He attacked his antagoniſt with ſuch ſpirit and vigour as to compel him to ſurrender, after an action of an hour's continuance. In this ſpirited encounter the French commander, with fourteen of his officers and ſeamen, were killed, and ſixty or upwards wounded; while captain Hanway, on his part, had only ſeven men killed, and ſixteen wounded. This engagement reflected a greater degree of honour on the Engliſh and their commander, inaſmuch as the Plymouth was ſo ill manned, and in other reſpects in ſo bad a condition for ſervice, that captain Hanway had it not in his power to make uſe of more guns than the Adriade herſelf mounted.

Captain Hanway continued to command the Plymouth for a conſiderable time after this*; but on his quitting this ſhip, it is moſt probable he retired altogether from the ſervice, as we find no mention whatever made of his being appointed to any other. He died on the 11th of May 1737.

HUBBARD, or HOBART, Henry.—This gentleman was appointed fifth lieutenant of the Sandwich about the latter end of the year 1692. This ſhip was at that time commanded by captain Wolfran Cornwall, who entertained the ſtricteſt friendſhip for Mr. Hubbard; a friendſhip encreaſed by that gentleman's very meritorious conduct in the ſubordinate ſtation he then was, and which produced not only the unſhaken and laſting eſteem of his commander, but his patronage and recommendation on every poſſible opportunity for promotion. Through captain Cornwall's intereſt he was occaſionally removed with that gentleman into every ſhip he commanded during the courſe of the war; and in 1696 was promoted to be ſecond lieutenant under him, on board the St. An-

* In 1711 he accompanied ſir Hovenden Walker's ſquadron, at that time going on the expedition againſt Quebec, till it had cleared the Channel.

drew, of ninety-ſix guns. On the 8th of June 1703, he was promoted to the command of the Ruby, of fifty guns. His having been principally ſtationed in the Mediterranean, where he is known to have commanded ſeveral different ſhips of war, will, in all probability, moſt ſatisfactorily account for our having nothing material to relate concerning him. He died in England ſome time in the year 1711, being at that time captain of the Nottingham.

LAWRENCE, Henry, or Humphrey.—We have no account of this gentleman, till we find him, on the 21ſt of January 1703, appointed captain of the Mermaid frigate. Early in the following ſpring, he was removed into the Penſance, and employed as a cruiſer on the Iriſh ſtation; from which veſſel he was again quickly removed into the Coventry. He was taken by the enemy in that ſhip on the 24th of July 1704; and his conduct on that occaſion was deemed ſo improper, that he was ſentenced by court-martial, held on board a frigate in the river Thames, Jan. 5, 1705, to be diſmiſſed the ſervice: he was, by the ſame ſentence, mulcted all his pay. It is aſſerted, in rear-admiral Hardy's liſt of naval officers, that he died *in France*, on the 10th of January 1737; but a memorandum, with which we have been favoured, and to which we give the preference in point of credit, informs us that he died, indeed, at the time above given; but that having become deprived of all ſupport, by the loſs of his commiſſion and half-pay, being alſo exceedingly infirm, he was received into Greenwich Hoſpital as a private penſioner, and in that ſtation paid his debt to nature.

LAYTON, Charles,—was appointed a lieutenant in the navy very ſoon after the revolution; and in 1692 was advanced to be third lieutenant of the London, of ninety-ſix guns, the ſhip on board which ſir John Aſhby hoiſted his flag, in the beginning of the following year, as admiral of the blue ſquadron. He continued to ſerve in the ſame ſtation, on board different ſhips, till after the acceſſion of queen Anne, when he was, on the 2d of March 1703, promoted to be captain of the Greyhound frigate. He died in this command on the 11th of November 1704.

LOWEN, John,—was alſo appointed a lieutenant very early after the commencement of king William's reign; and

and in the years 1692 and 3, ſerved in that ſtation on board the Portſmouth, a frigate of thirty-two guns, belonging to the main fleet. No other particulars relative to him are known, till the 1ſt of October 1703, when he was promoted to be captain of the Content. A memorandum, added to his name, in rear-admiral Hardy's liſt of naval officers, informs us he was diſmiſſed the ſervice in 1705 This is certainly a miſtake, for in the month of November 1706, he commanded the Advice, a fourth rate, employed as a cruiſer; and having met with a fleet of merchant-ſhips, homeward bound from Virginia, in much diſtreſs, and who had alſo parted from their convoy, he quitted his ſtation, in order to eſcort them into port. This act, apparently patriotic in the eye of plain reaſon, and in the judgment of all impartial men, eſpecially thoſe who are unacquainted with the laws and regulations of the ſervice, will certainly appear as entitling him to the higheſt praiſe; obedience to orders is, however, a point that can never be too ſtrongly enforced, and it is neceſſary on all occaſions to puniſh the ſmalleſt infringement of them, however proper and praiſe-worthy ſuch conduct may be thought, by thoſe who are not acquainted with the ill conſequences that might attend it; and however compaſſion may feel for the ſtroke which rigid and unrelenting juſtice compels us to inflict.

Captain Lowen was accordingly brought to a court-martial, convened at Spithead, on the 27th of December following. His judges, influenced by the motives we have already ſtated, and by thoſe ſtern regulations, which admit of no excuſe or palliation, were compelled to diſmiſs him both from his command and from the ſervice. Having thus done their duty, and acquitted their conſciences, captain Lowen was recommended by them to the lord high-admiral, in terms ſo ſtrong, that he was reſtored to his rank in the ſervice, and conſequently to his half-pay. He does not, however, appear to have been again employed; but in the year 1710 was put on the ſuperannuated liſt, with a penſion equivalent to the pay of captain of a fourth rate. He enjoyed this till the time of his death, which happened on the 30th of September 1713.

MATHEWS,

MATHEWS, Thomas.—This brave and unfortunate commander was the deſcendant of a very ancient and reſpectable family, long ſettled at Landaff, in the county of Glamorgan*. But notwithſtanding the figure he afterwards lived to make in the naval world, together with the high character he acquired, and which, ſurviving the malice and baſe aſperſions of his enemies, he ſtill continues to retain in the eyes of all candid and impartial men, we are unacquainted with all the earlier part of his ſervice, even till we find him, on the 24th of May 1703, appointed captain of the Yarmouth. He did not long continue in this ſhip, having, moſt probably, been appointed to it merely for the purpoſe of giving him the rank of captain. Being made commander of a cruiſing frigate, ſome years elapſed before he had that opportunity of diſtinguiſhing himſelf, which his great activity of mind and intrepid ſpirit always aſpired to. In 1707, we find him captain of the Dover, and employed under commodore Evans, to cruiſe, during the winter months, in ſoundings. In this troubleſome and diſagreeable ſervice, his greateſt ſucceſs was the capture of a French frigate, called the Bien Aime, of twenty-ſix guns. He was, not long afterwards, removed into the Cheſter, a new ſhip of fifty guns, built to ſupply the place of one of the ſame name, captured in the month of October 1707, by the Count de Forbin.

We find him commanding this ſhip as one of the ſquadron cruiſing in the Channel, under the command of lord Durſley. In the month of March 1708-9, his lordſhip had eſcorted the Liſbon fleet into what he deemed a

* A collateral branch of this family, ſoon after the reſtoration, went over to Ireland, where they have acquired large poſſeſſions, and have arrived at high honours; Francis, the repreſentative of that part of the family, being created Baron Landaff of Thomas Town, in the county of Tipperary, on the 12th of October 1783. Archdale, in his account of this noble lord and his anceſtors, ſpeaks in the following honourable terms of the family of Mathews. "Edward Mathews, or ap Mathew, anceſtor to this noble lord, reſided at Rader, in the county of Glamorgan, about the year 1660, where he inherited a good eſtate, principally conſiſting of chiefries, being the remains of an ample fortune poſſeſſed by his anceſtors from time immemorial; he was alſo poſſeſſed of the town of Landaff, in the ſame county, whence the preſent lord, in whom it now veſts, takes his title.

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ſafe latitude, and had ſcarcely parted company with them, when he fell in with the Achilles, of ſixty guns, commanded by that well-known naval partiſan, Du Guè Trouin, the Glorieux, of forty-four, and the Briſtol, of fifty guns, which they had, that very morning only, captured from the Engliſh. A chace immediately taking place, captain Mathews, who had ran very far a-head of his companions, came up with and captured the Glorieux, after a ſhort, but very ſpirited action. After having returned into port, and refitted, he was, towards the cloſe of the year, ſent upon the Weſt India ſtation, where he met with no extraordinary occurrence, except having captured one or two inconſiderable privateers. In the following ſpring he was ordered to America. In the month of May 1710, inſtructions were ſent him from England to join captain Martin, of the Dragon, who was ſent out to reduce Port Royal, in Nova Scotia. He was not preſent at the attack itſelf, being diſpatched by the commodore before the ſquadron, to intercept any reinforcement or ſupply the enemy might attempt to throw in. After this expedition was ſucceſsfully concluded, captain Martin, with ſuch ſhips as he had brought from England, returned thither, leaving the Cheſter behind him on the New England ſtation.

In the month of June 1711, ſir Hovenden Walker arrived at Boſton, with a ſtrong ſquadron, deſtined for the attack of Quebec; and captain Mathews, who returned from a cruiſe in two or three days after admiral Walker reached that port, put himſelf under his orders. He was diſpatched almoſt immediately to convoy ſome tranſports to New York *, and was ordered to proceed from thence to Placentia, between which place and Cape Breton he was to cruiſe till joined by the fleet, on its paſſage to the river St. Lawrence. The Cheſter's ſtern frame being very much ſhaken by a gale of wind during the time he was thus employed, the admiral ſent captain Mathews back to New England before he entered the river St.

* On his paſſage thither he had the good fortune to take a French prize; and appears to have taken infinite pains to procure the beſt intelligence he could from his priſoners of the navigation of the river St. Lawrence, which he properly arranged, and took the earlieſt opportunity of conveying to the commander-in-chief.

Lawrence,

Lawrence, with orders that as ſoon as he had refitted his ſhip in the beſt manner circumſtances would permit, he ſhould ſail for England as convoy to the maſt ſhips.

Peace being concluded at Ryſwic, ſoon after captain Mathews returned to England, we find no other mention made of him till the year 1718, at which time he commanded the Kent, of 70 guns, one of the fleet equipped for the Mediterranean, under the command of ſir George Byng. In the memorable engagement with the Spaniſh fleet, off Meſſina, he very conſpicuouſly diſtinguiſhed himſelf, having not only captured and taken poſſeſſion of the St. Carlos, of 60 guns, commanded by the prince de Chalay, but afterwards conſiderably aſſiſted captain Maſter, in the Superbe, in taking the Spaniſh admiral himſelf, in the St. Philip, of ſeventy-four guns. In the month of January 1718-19, he was left by the commander-in-chief, with a ſmall ſquadron, to cruiſe off Pontemelia, in order to watch rear-admiral Cammock, who had taken refuge in Meſſina, and prevent his eſcaping to the ſouthward. So active and diligent was he in this ſervice, that he drove on ſhore, where ſhe was totally deſtroyed, one of Mr. Cammock's beſt ſhips, called the Santa Roſalia, mounting ſixty-four guns; the rear-admiral himſelf very narrowly eſcaped being taken priſoner, in a few days afterwards, by getting off in his boat, but the veſſel in which he attempted to fly, being a frigate of twenty-two guns, fell into the hands of its purſuers.

His activity did not grow torpid by repeated ſucceſs, nor his zeal for the ſervice and good of his country flag, as if ſated with the honour he had already gained. He continued to be employed on every ſervice where ability was required; but from an enemy ſo completely beaten, from a fleet ſo totally annihilated as that of Spain, little reputation could be gained in addition to that which he had already ſo juſtly acquired. He appears, during the remainder of this expedition, to have been one of the perſons principally conſulted by the admiral, as to the meaſures he ſhould take according to the exigencies of his very complex and delicate command, and to have been, on all occaſions, one of the firſt perſons employed to carry them into execution. On his return to England, after the concluſion of the war, he appears to have retired from the line

line of active ſervice for a conſiderable ſpace of time, as we have no authority for ſaying he held any command in the number of fleets which were occaſionally, and almoſt as a matter of courſe, annually equipped during the fifteen ſucceeding years*.

On the 8th of January 1736, he was appointed commiſſioner of the navy, reſident at Chatham; he held that office till the year 1742, when he once more returned to command, diſdaining when his country was involved in war, to immure ignominiouſly in peace thoſe abilities, which, when called into activity, might be employed to ſo much greater advantage. On the 12th of March 1741-2, he was promoted to be vice-admiral of the red, which, in conſequence of his having before this time accepted a civil employment, and being on that account conſidered as out of the line of promotion, was the firſt commiſſion he ever had as a flag-officer. On the 25th of the ſame month, being appointed commander-in-chief in the Mediterranean; he hoiſted his flag on board the Namur, of ninety guns; and having ſailed on the 16th of April, with the Namur, Caroline, Burford, and Norfolk, arrived at Gibraltar, after a proſperous paſſage, on the 7th of May. When he had joined the remainder of the force which was to be under his command, and was already in the Mediterranean, under rear-admiral Leſtock, he exerted himſelf with the utmoſt diligence, as well to diſtreſs and attack the avowed enemy againſt whom he was purpoſely ſent to make war, as to deprive them of the aid and aſſiſtance of thoſe friends who had not the ability and power of affording their aſſiſtance, otherwiſe than by a dangerous and clandeſtine ſupply of ſtores or recruits.

A variety of ſpirited enterprizes, executed under his direction and command, convinced the Spaniards, and all thoſe who ſupported their deſperate cauſe, of the manifeſt ſuperiority of the Britiſh naval power. Early in the month of June†, having received intelligence that five Spaniſh gallies had ſailed from Margaretta to St. Tropez,

* We muſt except that in 1722 he was appointed commodore of a ſmall ſquadron ſent to the Eaſt Indies, whence he returned in 1724.

† He arrived at Villa Franca on the 7th, N. S. with the Namur and two other ſhips of the line, the remainder of his force, two other ſhips only excepted, which came in ſoon after, being detached on different important ſervices.

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he detached captain Norris, with a ſmall force, to block them up in that neutral port; but the Spaniards having forfeited their claim to its protection, by beginning to fire on the Engliſh ſhips, captain Norris immediately ordered captain Callis, of the Duke fireſhip, to attempt burning them, this he very ſpiritedly and ſucceſsfully executed as will be hereafter ſeen in the account of that gentleman. Admiral Mathews himſelf, with the main body of his fleet, repaired to Villa Franca, from whence, by keeping cruiſers off Toulon and the iſles of Hyeres *,

* Extracts of different letters from Toulon and Marſeilles.

"Toulon, Auguſt the 19th, 1742, N. S.—Part of the Engliſh fleet continues at Villa Franca, and others cruiſe off Toulon and the iſles of Hyeres, where there are always ſome at anchor. There remain but ſix Spaniſh ſhips in our wet docks to finiſh their repairs and careening; the others got into the road again ſome days ago. M. Court's ſquadron continues in its former ſituation. Our forts and batteries of the road are well ſupplied with men and every thing."

"Marſeilles, Auguſt the 20th.—We have ſtill the Engliſh ſquadron on our coaſts, who ſearch all ſhips within their reach, *without exception*, to ſee if there are no effects on board belonging to the Spaniards. The ſea-ſhores every where round this place are well-guarded with cannon."

From the concluding obſervations of theſe extracts, it is very evident how much the ſpirited behaviour of Mr. Mathews intimidated not only the Spaniards, but their friends the French alſo.

Admiral Mathews, when joined by rear-admiral Rowley, with a ſtrong reinforcement, had a very formidable force under him; but it is aſſerted by ſome, that the combined force of France and Spain conſiſted of thirty-ſix ſhips of the line, which he confined to the port of Toulon, by detaching his two rear-admirals Rowley and Leſtock to cruiſe off the iſlands of Hyeres with twenty-four ſhips. By cruiſing on the coaſt of Provence, and continuing at Villa Franca, he conſiderably impeded the operations of the Spaniſh army; for a letter from Florence, dated June the 16th, 1742, has the following paragraph: "By letters from Nice we underſtand that they are making all poſſible preparations in that neighbourhood for oppoſing the paſſage of the Spaniſh troops from Provence, and are greatly aſſiſted therein by the Engliſh vice-admiral Mathews, who continues to lay with a part of his fleet at Villa Franca."

While he lay in that port he gave a very ſtrong proof of his ſtrict attention to the honour of the Britiſh flag. A French ſhip of war paſſing by in ſight of the fleet, and neglecting to pay the uſual and expected compliment, the admiral fired a gun as a ſignal for her to bring to; this was diſregarded, and Mr. Mathews ordered one of his ſhips to ſlip and purſue her; the French commander continuing obſtinate, was immediately ſunk by a broadſide from the Engliſh ſhip.—Campbell.

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as he took care conſtantly to do, he was enabled to keep both the French and Spaniſh fleet, which had taken refuge in that port, in complete check for the ſpace of eighteen months.

In Auguſt he detached commodore Martin, with five ſhips of war, four bomb ketches, and as many tenders, to Naples; where, after ſome little altercation, that gentleman compelled his Sicilian majeſty to withdraw his troops which had joined the Spaniſh army; and alſo to promiſe he would not in any degree interfere or aſſiſt Spain during the war. The towns of Mataro and Palamos, on the coaſt of Catalonia, were bombarded ſoon after this time. On reciting this tranſaction, Campbell breaks out into a pathetic lamentation of the miſeries, which he wiſhes to prove were *wantonly* heaped on the *unoffending* inhabitants. But however we may commiſerate the ruin of individuals, it is certainly one of the firſt objects of a commander-in-chief to attack an enemy wherever he is found vulnerable; for that probable ruin, and the extent of that defenceleſs ſtate to which ſubjects are expoſed, form the principal inducements that actuate all national governments to conduct themſelves equitably and peaceably to their neighbours. It is therefore as ridiculous to deprecate theſe horrors, as it would be improper to ſuffer a valuable fleet of merchant-ſhips, belonging to your enemy, to paſs unmoleſted, becauſe their cargoes are not the property of perſons actually in arms. It is, we think, at leaſt a matter of doubt, whether it would not ultimately tend to the advantage of mankind, that war ſhould invariably be carried on in a way, civilized nations, from being unaccuſtomed to the method, would ſhudder at? The miſeries, though for a moment more violent, would certainly be ſhortened; and the only queſtion to be aſked is, which of the two is preferable, a war, in the moſt extenſive ſenſe of the word, for a few months continuance, or one lengthened to as many years, conducted in its gentler method? We have thought it neceſſary to make this ſhort comment, leſt Mr. Campbell may have left on the minds of ſome, an unfavourable idea of Mr. Mathews's humanity.

The vice-admiral being rejoined by commodore Martin, in the road of Hieres, which was made the general

rendezvous of the fleet, he detached him to Araſſa, in the Genoeſe territories, where he had information that conſiderable magazines of corn had been formed, for the uſe of the Spaniards. The commodore arrived in the road of that place on the 1ſt of September, and immediately ſent officers on ſhore, to make the neceſſary ſearch for the depots. Four conſiderable ſtores of barley being diſcovered, a party was ſent to deſtroy them, which they did very effectually, by throwing them into the ſea. Mr. Mathews's ſpirit of enterpriſe did not ceaſe here, for having received intelligence that a Spaniſh ſhip of the line lay at anchor at Ajaccio, in the iſland of Corſica, he ſent the Ipſwich, and another ſhip of the line, with a fireſhip, to take or deſtroy her; but the Spaniards, to prevent the ſhip from falling into the hands of the Britiſh, made their eſcape on ſhore, and then immediately ſet it on fire.

The operations of the year 1743 were principally confined to the blockade of the port of Toulon, where the French and Spaniſh ſquadrons were kept completely ſtationary, while detachments from the Britiſh fleet effectually prevented the introduction of any ſupplies into Italy, for the uſe of the Spaniſh army in that country, and it was therefore conſequently kept in a ſtate of inactivity. A variety of deſultory attacks were alſo made on the enemy's coaſt, which not only did them conſiderable injury, but kept them in a continual ſtate of alarm. The firſt of theſe was in the month of February, when captain Ambroſe, in the Rupert, and captain Hughes, in the Feverſham, being ordered to cruiſe on the coaſt of Valencia, made ſeveral valuable prizes, ſome of which being laden with ſtores and proviſions for Toulon, the loſs of them was very highly diſtreſſing to the enemy. Several ſettees having taken ſhelter under the town of Vineros, or Binarux, a ſmall port bordering on Catalonia, the ſame commanders reſolved to attempt their deſtruction, which they ſucceſsfully effected, and without any loſs to themſelves.

In the month of April, admiral Mathews being then cruiſing off Toulon, a party of Britiſh ſailors were permitted to go on ſhore at the town of Hieres, to recreate and refreſh themſelves. The French garriſon refuſed them admittance; upon which a deſperate fray took place;

place; and farther aſſiſtance coming to each party, one hundred and fifty of the Engliſh are ſaid to have been killed before the affair terminated. It is to be obſerved, that the French had on this occaſion the advantage of being armed, while the ſailors, not expecting any diſpute, were totally unprepared. The French were ſo alarmed at this event, which certainly could only be conſidered as an unpremeditated accident, that they reinforced the garriſon with ſix hundred additional ſoldiers; and the governor of Provence wrote a very polite and flattering letter to the admiral, acquainting him, that as the preceding unpleaſant affair could by no means be imputed to him, he would repreſent it to his court in ſuch a light as, he hoped, would prevent any national rupture. This is another proof of the high reſpect, compulſively as it were, paid Mr. Mathews by the French.

About the latter end of June, the admiral having received intelligence that fourteen xebecques, under the convoy of a Spaniſh ſloop of war, had been chaced by the Kennington frigate into the port of Genoa, he himſelf ſailed from his ſtation off Hieres, and anchored in the road of that place on the 1ſt of July, with ſix ſhips of war and four bomb veſſels. Deputies were immediately ſent off to compliment him on his arrival, and civilly to enquire into the cauſe of a viſit which was totally unexpected, and not a little diſagreeable. The admiral anſwered with much firmneſs, "that he came there to demand that the Spaniſh veſſels laden with ſtores ſhould be forthwith obliged to quit the port; or that the republic ſhould ſequeſter the artillery and warlike ſtores till the concluſion of a general peace." After ſome negociation, it was at length agreed, "that the ſtores ſhould be put on board other veſſels, and be tranſported to Corſica, under convoy of the Engliſh ſquadron, there to be depoſited in the caſtle of Bonifacio, and to be guarded by a Genoeſe garriſon till the war terminated: that after the due performance of this agreement, the Spaniſh veſſels ſhould have permiſſion to retire unmoleſted." Theſe terms, ſo mortifying to the Genoeſe, who were ſecret favourers of the Spaniards and their cauſe, they were very reluctantly obliged to comply with; alarmed at the horrors of an expected bombardment, in conſequence of their refuſal: they had alſo the

additional mortification of being compelled to conſent to have the ſtores in queſtion tranſported to the only part of the world whither they would have wiſhed them not to have been carried, the iſland of Corſica, in which they daily dreaded a revolution. Public, as well as private duplicity, is a crime, however, which rarely fails of meeting with its proper puniſhment, and when inflicted with the utmoſt rigour, is ſeldom compaſſionated.

This buſineſs was hardly adjuſted, when, in the month of Auguſt, the admiral having information that ſome veſſels, with ſtores and artillery, had arrived at Civita Vecchia, he diſpatched a detachment from his fleet in queſt of them. On its arrival off that port, the commodore demanded that the enemy's ſhips and their cargoes ſhould be immediately delivered up, or that he would bombard the place. The ſtores and cannon had been privately landed, and conveyed to the Spaniſh army, before the arrival of the Engliſh ſquadron; and the governor, fearful of its reſentment, as ſoon as this breach of neutrality ſhould be diſcovered, ſent a courier to Rome, for inſtructions how to act; he returned with orders to inſiſt that the Engliſh commodore and his ſhips ſhould quit the coaſt; and the Spaniards taking the advantage of a fair wind, and a dark night, made their eſcape. The Engliſh commander, doubly exaſperated, firſt, at the haughty tone of the court of Rome, and ſecondly, at the loſs of an expected prize, was abſolutely preparing to proceed to the extremities he had threatened, when admiral Mathews, at the interceſſion and entreaty of the king of Sardinia, who promiſed to procure ſatisfaction for this flagrant conduct on the part of the Pope, ſent an order to the Engliſh ſquadron to retire, and rejoin him.

The remainder of the admiral's* operations during this year, were confined to the aſſiſtance he gave the king of Sardinia, in order to enable him to repulſe the Spaniards at Chateau Dauphine. In aid of that monarch's cauſe, he landed the greater part of his marines, and a conſiderable number of cannon, at Villa Franca; by which means he ſecured that important place from the enemy's

* In the month of Auguſt 1743, he was promoted to be admiral of the blue.

incurſions,

incurſions, and totally prevented them from penetrating by that paſs during the remainder of the year.

Early in the ſucceeding ſpring, the French court, weary of having their own fleet, as well as that of their friends, confined to the port of Toulon, ſent M. de Court to take the command of their ſhips, with orders to put to ſea at all events, and ſupport the Spaniards to the utmoſt of his power, in caſe they ſhould be attacked. The force of the united ſquadrons conſiſted of twenty-eight ſail of the line, and ſix frigates. That under Mr. Mathews was, indeed, ſomewhat ſuperior in point of numbers, but had the diſadvantage of having ſeveral of its ſhips in a very indifferent ſtate of equipment, both with reſpect to men and the condition of the ſhips themſelves, which had been a long time from England; while on the other hand, the French and Spaniards were juſt come out of port, and in as good a ſtate for ſervice as any fleet belonging to them that ever went to ſea. M. de Court arrived at Toulon in the month of January; and having hoiſted his flag on board the Terrible, of ſeventy-four guns, aſſumed the command of the whole fleet. Admiral Mathews, about the ſame time returned from Turin, whither he had gone to concert the meaſures neceſſary to be purſued in carrying on the war. Having received information that the combined fleet was actually preparing to put to ſea, he ſtationed a ſufficient number of cruiſers to look out, and give him the earlieſt intelligence of the enemy's motions. On the 8th of February*, O. S. he learned from ſome of his ſhips which rejoined him, that the combined fleets would put to ſea on the following day: he accordingly, with all the alacrity becoming a man of high ſpirit, made every poſſible diſpoſition to receive or purſue them.

The memorable action which enſued, and which forms ſo prominent an event in the naval hiſtory of Britain, became long the ſubject of political diſcuſſion and party diſpute; and it is difficult, even at this remote period, to collect the true cauſe of the miſcarriage, from thoſe various

* On the 18th the appointment of admiral Matthews, to be rear-admiral of Great Britain was declared in the Gazette, as was at the ſame time his promotion to be admiral of the white.

accounts and opinions which men of different ſentiments have, from time to time, publiſhed as ſo many candid ſtatements*. The number of ſhips in each line was exactly equal;

* We cannot, perhaps, do better than give the reader the ſeparate accounts of this action, publiſhed by the courts of England and France. We ſhall add a few remarks on theſe, a mode of treating this event which may probably be thought more ſatisfactory, than it would be to give a laboured detail of it from ourſelves, which might be deemed by ſome leſs authentic.

"Whitehall, March 21, 1743-4. Late laſt night a courier arrived here with an account from admiral Matthews (dated the 29th of February, O. S. in Mahon harbour) of what paſſed in the engagement near Toulon, between his majeſty's ſquadron under his command, and the combined fleets of France and Spain, together with his proceedings ſubſequent thereto, which is in ſubſtance as follows:

"That the Somerſet, Dragon, and Warwick joined the admiral the 3d inſtant: on the 8th he received advice that three expreſſes came to Toulon the day before, in a very ſhort diſtance of time, one after the other: he was likewiſe informed, that the conjunct fleet would put to ſea the next morning. Between three and four that afternoon, captain Marſh, of the Winchelſea, one of the ſhips appointed to watch the conjunct fleet's motions, made the ſignal for ſome of the ſaid fleet being under ſail; upon which he made the ſignal for unmooring, and putting the ſhips in a condition for action, which was done with the utmoſt alacrity and expedition. In leſs than half an hour they could ſee ſeveral of them from their ſhips; the ſignal was made by captain Marſh, before it was dark, for ſeeing nineteen ſail; and about two in the morning he ſent the admiral word, that they had anchored again under Cape Sepet. As ſoon as it was day they ſaw thoſe that came out the night before under ſail, and in a very little time the reſt coming out, their number in all being thirty-four. The admiral then got under ſail, the wind blowing very freſh weſterly, expecting they would have come down to him; but he ſoon found they had no ſuch intention, at leaſt for that day, for they kept plying to windward, though there was all the appearance of dirty weather, and ſome of the weathermoſt ſhips were, at night, hull-to. He therefore ſtood to and fro in the bay till night, and then anchored, having left cruizers out to watch their motions; during which the Warwick touched the ground, but by ſtarting thirty tons of water, was got off about nine that night, without any other damage.

"That by break of day the next morning, our people ſeeing from the maſt head fifteen ſail (the reſt being hid by the iſland of Porquerole) the admiral immediately got under weigh, having but little wind, and that at north, and made all the ſail he could to get to them, they ſtanding at the ſame time towards the Engliſh fleet with a light breeze weſterly. After an hour or two's calm, there ſprung up a ſmall breeze eaſterly, by which means they neared each other; at the ſame time the Boyne and Chicheſter appeared in ſight from under Levant

equal; although the French, in their account of the matter, wiſh to impreſs an idea of their having been manifeſtly inferior; but Mr. Mathews had a reſerve of ſix ſhips

Levant iſland, and the eaſterly wind prevailing, they, and a tender with proviſions from Mahon, ſoon joined the admiral, having had the good fortune to fall in with the land to the eaſtward, without which they muſt have fallen into the enemy's hands. The enemy brought to in a line of battle; but for want of wind, and having a very ugly ſea, it was night before the admiral could get near them, having had the ſignal out all day for the line of battle, which was kept out for ſome time after it was night. At duſk he brought to, within a little more than three guns ſhot of them, and ordered the Eſſex to lie a mile to leeward of him, and the Winchelſea a good muſket's-ſhot to leeward of the Eſſex, to watch their motions, and make the proper ſignals, as well as to ſtand after them in caſe they ſhould make ſail; that they were ſo near he could count the enemy's ſhips after the moon was down, but could not at the ſame time ſee vice-admiral Leſtock and his ſquadron, he having brought to ſo far to windward, that, when it was dawning, and the admiral had made ſail and the ſignal for the line of battle a-breaſt, the vice-admiral was full five miles a-ſtern of him. The enemy alſo made ſail, and went with their topſails, and ſometimes ſet their foreſails.

"That about eleven the Royal Oak and two tenders with proviſions from Mahon, joined the fleet, having luckily fallen into the eaſtward.

"That rear admiral Rowley led the van, but could never come near the French ſquadron, as M. de Court would ſometimes lie to as if he deſigned ſtaying for them; but when the Engliſh drew near him he made ſail again, till at laſt he had left moſt of the Spaniſh ſhips a good way a-ſtern of him. The admiral was then fully convinced he never would come to a general engagement, but judged his deſign was, by his way of acting, to draw him down the ſtreights. About half an hour after eleven, the admiral made the ſignal for engaging, and ſoon after bore down upon the Spaniſh admiral, ordering the Marlborough to do the ſame. The action began about one: the Norfolk engaged Don Alvarez (the Spaniſh admiral's ſecond) who ſoon bore away, and never ſhortened ſail whilſt they could ſee her; the reſt of the admiral's diviſion a-head engaged thoſe of the enemy a-head; the Marlborough, driving a little too near the admiral, obliged him to fill his ſails, to prevent her coming on board him; that during the little time Mr. Mathews was engaged, the enemy greatly diſabled his maſts and rigging, and having but little wind and an ugly ſwell, the mizen top-ſail being handed to prevent the maſts and rigging tumbling about their ears, hindred the crew from working the ſhip, though they reeved new braces three ſeveral times; ſo that he could not give the Marlboro' the aſſiſtance capt. Cornwall wanted, whoſe behaviour is mentioned by Mr. Matthews to merit all imaginable praiſe, and whoſe unfortunate fate he greatly laments. The enemy were extremely well ſerved with gunners, the French

ſhips of fifty guns, which were not put into the line, and might have ſupplied the place of ſuch as were diſabled during the action. No perſon can doubt, but that, owing

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training up a great number of them, and having exerciſed them at a mark for upwards of three months before the engagement. The Marlborough's main-maſt was brought by the board as if it had been but a twig; and the admiral's main-maſt and his bow-ſprit were ſhot through and through, the former had only two ſhrouds to ſupport it, and all his top-maſts were wounded. The enemy fired chiefly at the maſts and rigging, for though the admiral engaged within piſtol ſhot he had but nine men killed outright, and forty wounded. His captain's arm was ſhot off the firſt broadſide, and the Spaniſh admiral's ſhip, the Real, was totally diſabled. When Mr. Matthews attacked her ſecond, ſhe ſoon bore away and made all the ſail ſhe had it in her power to ſet; he then made the ſignal for the Ann galley fireſhip to burn the Real, but her commander was ſo tedious in priming her, and in coming down, that the four ſhips a-ſtern got ſo near her as to prevent her ſucceſs, and by ſome of their ſhot, or ſome other unlucky accident, ſhe blew up (being then within piſtol-ſhot, or leſs, of the Real) with her captain and ſeveral of her men, and alſo the Spaniſh admiral's great launch full of men, which had been ſent to prevent the fireſhip from boarding him. The admiral was himſelf at the ſame time within muſket-ſhot of the Real, and was afterwards engaged, within leſs than muſket-ſhot, by the ſame four ſhips, which had paſſed by Mr. Leſtock, which ſhips the rear of the admiral's diviſion engaged, but at too great a diſtance.

"That the Somerſet, Princeſſa, Dragon, Bedford, Kingſton, and Berwick engaged the reſt of the Spaniards a-head; one ſhip, of ſixty guns, of the enemy's, fell into our hands; and, during this time, M. de Court let rear-admiral Rowley come along ſide of him, when they had warm work for near three glaſſes, as had the Princeſs Caroline; that after that time M. de Court ſet his foreſail, and left Mr. Rowley, who was then engaged by the French admiral's two ſeconds, but not for above twenty minutes before they went off. There were but three of the French ſhips engaged, the reſt kept their wind in order to tack and weather us; but our van keeping the wind of them, prevented their deſigns taking place. The night coming on, with little wind and a very great ſwell, hindered our improving the advantage we had got. The Barfleur had eighteen men killed and thirty wounded.

"That, notwithſtanding the French tacked upon rear-admiral Rowley, they did not think proper to engage him; they, however, retook the Spaniſh ſhip, it being impoſſible to do any thing with her, as ſhe had not a maſt ſtanding, and as it was near dark and the whole French ſquadron had tacked upon them. Thereupon captain Hawke, of the Berwick, left her, but could not get his lieutenant and twenty-three men out of her, his firſt lieutenant having done all he could to perſuade the men to quit her, but in vain.

"That

owing to ſome cauſe or other, an opportunity was loſt of giving the navy of France and Spain a very ſignal and deciſive blow. What that cauſe was, will, perhaps,

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" That about eight at night the admiral ſhifted his ſhip and hoiſted his flag on board the Ruſſel, captain Long, not caring (ſhould there be an engagement the next morning) to riſk the falling of all his maſts. At break of day they ſaw the enemy's fleet again to leeward of them, and found they had towed the crippled ſhips before the wind all night. The admiral chaced them again, the French lying in a line of battle to windward of the Spaniards, moſt of them hull-to; but as he drew near them they made ſail, and left the diſabled ſixty gun ſhip. The admiral then ſent the Eſſex a-head, and ordered captain Norris to burn the ſaid Spaniſh ſhip (not being able to ſpare any of his ſquadron to carry her to Minorca) which captain Norris did. She blew up about half an hour after nine at night, and there was great reaſon to believe, if there had been any wind the French would have left the Spaniſh crippled ſhips, as moſt of them had ſuffered greatly.

" That in the afternoon captain Watkins, of the Burford, joined the fleet; he had been in Hieres Bay the day before, where hearing the reports of guns, and ſeeing the ſmoak, he made directly for it.

" That at night the admiral brought-to that the ſternmoſt ſhips might get up with him: he ſaw the enemy again the next morning, but at a great diſtance.

" That after the admiral had loſt ſight of the enemy's fleet, and found all his endeavours to rejoin them, or to procure intelligence of them, ineffectual, (they being gone, as he ſuppoſed, down the Streights) he laboured for ſeveral days, againſt contrary winds and ſtorms, to get back to the bay of Hieres. This however he found impracticable, and was obliged to put into Port Mahon, where he was at an anchor on the 29th paſt, and propoſed to get again out to ſea the firſt moment that the neceſſary reparations could be made of the damages ſuſtained by ſeveral of his ſhips, as well in the engagement with the French and Spaniſh fleets, as in the conſtant ſtorms and foul weather he had ſince met with.

" As the admiral had not then had his returns from the ſeveral captains who were engaged, of the loſs they might ſuſtain in the action, he was not able to ſend the particulars thereof by this courier.

" All that he mentions upon that head, beſides what is above, is, that the Marlborough loſt in the action forty-three men, her captain and maſter included; had ninety wounded, who had been ſent to the hoſpital in Minorca; and thirty ſlightly wounded, who remained on board and would ſoon be able to do their duty."

The French on their parts publiſhed the following account, in which they appear to have been influenced by much more modeſty than they uſually exhibit on ſuch occaſions. The expreſſion printed in Italics deſerves to be particularly noticed.

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perhaps, be aſcertained with no little degree of preciſion by ſeriouſly and impartially conſidering the characters, and referring to the conduct, both of Mr. Mathews and Mr. Leſtock,

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" The combined ſquadron of France and Spain went out of the road of Toulon the 19th of February; they were compoſed, viz that of France of fifteen ſhips of the line, four frigates, and three fireſhips; that of Spain of twelve ſhips; four others having remained in the port of Toulon for want of ſailors. The wind was very favourable on the 20th for going up to the Engliſh, whoſe ſquadron conſiſted of 45 ſhips, thirty whereof were of the line; and eleven of three decks. We made uſe of the wind, but could not come up with them before night. They put out to ſea, and the wind fell. The calm continued during the whole day of the 21ſt, which we paſſed, lying by in ſight of one another. On the 22d the wind came favourable for the Engliſh, who ranged themſelves in order of battle, to attack the two ſquadrons: they had the largeſt ſhips in the center and front. The Spaniſh ſquadron, which ſhould have formed the avant guard, by the wind changing became the rear guard. *The Engliſh did not come up with all our line, or, to ſpeak more properly, did not begin to attack till between twelve and one o'clock the Spaniſh ſquadron and the center of the French, leaving the rear guard free.* Matthews, with five of his largeſt ſhips of three decks, attacked the Real, and Rowley the Terrible, with three three-decked ſhips of his diviſion, but the fire of the French obliged him to retire. During the fight, which continued near three hours, M. de Court made a ſignal for his avant guard to tack about and ſuccour the Spaniards; but as it was at ſome diſtance, and the ſmoak might not permit the ſignal to be ſeen, the Terrible, with his diviſion, came to ſuccour the Real. This motion cauſed the fight to ſlacken, and compelled the Engliſh to abandon the Spaniſh ſhip Poder, which had been obliged to ſurrender, being entirely diſmaſted. The Engliſh kept off as far as they could, without daring to follow the Real and the other Spaniſh ſhips, although many of them had been damaged in their maſts, and eſpecially the Real, the general commander of which had received two ſlight wounds, and the captain being mortally wounded. The fight continued till half an hour after five, and the reſt of the day, as well as during the following night the ſquadron of France covered that of Spain, and ſent carpenters and caulkers to the Real to repair her. On the 23d, at day break, M. de Court, upon the noiſe of cannon, which he heard, went and delivered the Spaniſh ſhip, the Hercules, from three Engliſh ſhips, amongſt which ſhe had fallen in the night, believing them to have been of her own ſquadron. The French employed the reſt of the morning in taking between three and four hundred Spaniards out of the Poder; there were alſo ten or twelve Engliſh who had got into her to work her. They ſet fire to her, and towards night ſhe blew up in the air and ſunk. About noon the Engliſh appeared in order of battle, but very far off. We waited for them, and it was all we could do, becauſe they were to windward. The Spaniſh officers will give a more circumſtantial account of the ſhips

Leſtock, as well during the former part of their lives, as their reciprocal behaviour to each other, while they were thus, unfortunately for the nation, connected in command.

To return, however, for the preſent to ſimple narrative, the admiral, when all hopes of bringing the enemy again to action was at an end, put into Mahon, where he refitted his ſhips; and having propoſed ſome queries to vice-admiral Leſtock, relative to his conduct in the late action, which that gentleman did not anſwer to his ſatisfaction, he thought proper to ſuſpend him from his command, and ſend him to England, on board the Saliſbury, preferring at the ſame time a ſpecific charge of miſconduct on the foregoing occaſion. The neceſſary repairs of his ſhips being completed, Mr. Mathews put to ſea, in the hope of meeting the enemy once more, and obtaining ſome advantage leſs equivocal than his laſt. In this wiſh he was unhappily diſappointed; but he nevertheleſs continued to exert himſelf to the utmoſt while he retained his command, and to do every thing that could be expected

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ſhips of their ſquadron, which were engaged. M. de Court conſtantly covered the Spaniſh ſquadron, not only in the night between the 23d and 24th, but likewiſe all the day, during which a very cold N. E. wind aroſe, and obliged the combined ſquadrons to retire towards the coaſts of Catalonia. They kept together and in readineſs till night; when the general lay-to, and made ſignals by firing of cannon, ſhewing lights, for the others to do the ſame. The French ſhips perceived it, but the Spaniards followed their courſe, the St. Elizabeth towing the Real. We ſaw them the day following before Barcelona, and have not ſince had any farther account of them, though ſeveral frigates were ſent to ſee after them. We are however fully perſuaded that the Engliſh did not chaſe them, and that they have not taken any ſhip of theirs except the Poder, which they abandoned. M. de Court adds ſome particulars in praiſe of the Spaniards; and finiſhes by referring to the relation, which will be ſent by their admiral, D. Jean Joſeph Navarro, whoſe valour and courage he praiſes extremely, as well as that of all the captains of his ſquadron.

"We have had advice that the Neptune was arrived at Barcelona; the Conſtant, the Hercules, and the Orient at Carthagena; and we expect every moment to hear of the arrival of the Real, of the St. Elizabeth, and of the other ſhips, with the relation of all that paſſed in the engagement, in which, as M. de Court ſays, D. Navarro, and all the commanders of the king of Spain's ſhips, ſhewed great marks of their valour, each of them having been attacked by two, three, four, and five Engliſh ſhips at once."

from

from an active and enterprizing officer, to diſtreſs the enemies of his country. He was very ſucceſsful in one or two ſmall expeditions which he projected and cauſed to be carried into execution, by detachments from his fleet, but theſe will be hereafter with more propriety enlarged upon, in our account of the ſeveral officers who commanded them.

Mr. Leſtock, on his arrival in England, thought proper, in excuſe for his own conduct to recriminate, and prefer, on his part, a charge againſt his commander-in-chief, to the following effect: "that the night before the engagement, he brought to, in obedience to the admiral's night ſignal; but at break of day, by reaſon of the wind's ſhifting, and the indraught of the tides, he found himſelf at a greater diſtance from the main body than he expected; that about eight he had an account from the admiral, by Mr. Jaſper, his firſt lieutenant, that he would lay by till he could join him with his diviſion, in place whereof the admiral made more ſail, and ſent lieutenant Knowles to order him to do the ſame, though he had then crowded all he could carry; that he did all he poſſibly could to get up with the ſternmoſt of the Spaniſh ſquadron, and even fired a broadſide at the Iſabella, being the hindmoſt, but could not prevent her going a-head of him; that he did all that lay in his power to aſſiſt the admiral, whoſe *raſhneſs* and *precipitation* in engaging the enemy *before the line of battle was formed*, contrary to the rules of war, and the practice of our beſt admirals, rendered his attempts to ſuccour and ſupport him fruitleſs; that this conduct in Mr. Mathews was the more inexcuſable, *as he was under no neceſſity of hurrying on the action*, ſince, by the diſpoſition of the French and Spaniſh admirals, *it plainly appeared they were reſolved to fight*. That it was unaccountable the admiral ſhould take ſuch precautions not to let the enemy eſcape us, when our fleet was not formed in order of battle, and they lay prepared for us before the engagement; and though we had the advantage of diſabling ſome of their ſhips, and burning another, became of a ſudden more cautious, by bringing to in order of battle at a much greater diſtance, without ſending out any cruiſers to obſerve their motions; therefore the ſole miſcarriage was chargeable on the admiral, who, by his imprudence in fighting at firſt at ſuch a diſadvantage, had endangered the

the whole fleet entruſted to his command; and after, by a quite contrary conduct, ſuffered the enemy to eſcape out of his hands."

This miſcarriage, which men of all parties felt, ſoon excited a national clamour, not to be appeaſed but by ſome ſacrifice; as a preliminary ſtep to it, in conſequence of Mr. Leſtock's recrimination Mr. Mathews was recalled, and travelling through Germany and Holland, arrived in England about the end of September. On the meeting of parliament an enquiry was inſtituted, and the houſe of commons unanimouſly came to the following reſolution, the truth and propriety of which, conſidered generally, no man in the world can deny. "That as it evidently appeared to them, that the combined ſquadrons were inferior to his majeſty's fleet at the time of the engagement, the miſcarriage of that action created a general reflection on the honour of his majeſty's arms, and was equally detrimental to the national intereſt, which muſt be owing to the miſconduct and behaviour of *ſome* of the commanders and officers of the fleet."

This reſolve being paſſed, they immediately addreſſed his majeſty, praying "that he would be pleaſed to appoint immediately, courts martial, to enquire into the conduct of admiral Mathews, vice-admiral Leſtock, the captains Burriſh, Norris, Williams, Ambroſe, Dilkes, and Frogmore, with the four lieutenants of the Dorſetſhire, in order to bring a condign puniſhment on thoſe whoſe miſconduct had brought this diſcredit on his arms, ſacrificed the honour of the nation, and trifled away an opportunity of importantly ſerving the common cauſe." Mr. Mathews and Mr. Leſtock, being both members of the houſe of commons, were firſt heard in their places, as is cuſtomary; but although ſeveral witneſſes were examined, it was not thought the truth could be ſo well inveſtigated by any other means as by a court-martial, to which deciſion the matter was finally referred.

Owing to the time it required to collect the multitude of witneſſes neceſſary to the inveſtigation of ſo intricate an affair, and the greater part of theſe being, at the time their teſtimony was wanted, employed on ſervice in a diſtant part of the world; the nation alſo being deeply engaged in a war, which rendered it extremely difficult to call

call them home, as well as to collect a ſufficient number of members totally unconnected with the parties and the action alluded to, the trials did not commence till the month of October 1745. Sir Chaloner Ogle being nominated the preſident, this enquiry was at laſt entered into, and after a long as well as tedious inveſtigation * Mr. Leſtock was *honourably* acquitted, and Mr. Mathews declared incapable of holding any farther employment in his majeſty's ſervice!

This ſentence, however it might calm the ſtern ſevere countenance of unrelenting juſtice, was by no means equally fortunate in appeaſing the tumult of popular opinion. The people, eſpecially that part unacquainted with the rules and laws of the ſervice, inquired for the perſon who had acquitted himſelf beſt in the ſplendid, brilliant, and ever favourite character of a gallant man. When they found their commander-in-chief actively and moſt ſpiritedly engaged in the center of their foes, and when they ſearched in vain to diſcover the admiral of a ſquadron, under that commander, in the ſame ſituation, when they were told that, while the firſt was bravely employed in the manner juſt mentioned, the latter was not even within gun-ſhot, when they heard Mr. Mathews himſelf complain of being unſupported, of being left a ſacrifice to the private reſentment of an individual, and above all, of being deprived, by that conduct, of bringing into a Britiſh port the Spaniſh admiral Navarro in a ſhip mounting one hundred and ten guns, they felt the immediate impulſe of a generous indignation; and thoſe who were not ſevere and violent enough to condemn the juſtice of the court, were obliged to be content with confeſſing, that the code of naval diſcipline was what they did not underſtand †.

* Which continued, by adjournment, for a conſiderable time; Mr. Leſtock's trial not commencing till the month of January 1746, and not being concluded till the 3d of June following; and that of admiral Mathews not before the month of June 1747.

† It is aſſerted by ſome, but with what truth we know not, that the king himſelf was much diſſatisfied at this deciſion, and with all that open and generous love for gallantry which formed ſo ſtrong a feature in his character, for ſome time actually refuſed to ſignify his approbation of a deciſion paſſing ſo ſevere a ſentence on a man who had acted with ſo much acknowledged bravery.

On

On whatever ground the members who formed this court founded their deciſion, it certainly was not upon any part of the charge exhibited by Mr. Leſtock; that gentleman thought proper to make raſhneſs and precipitation the firſt articles of it; and in proof of them he urged, that Mr. Mathews engaged before his line was properly formed: to this we anſwer, firſt, that if the commander-in-chief had waited till that had been effected, no action whatever would have taken place, and the terms, want of ſpirit and cowardice might, with the greateſt juſtice, have ſupplied the place of the leſs ignoble charge his antagoniſt had the hardineſs to make. Mr. Leſtock in his charge takes occaſion to obſerve, that Mr. Mathews was under no neceſſity of hurrying on the action, as it plainly appeared by the enemy's diſpoſition that they were reſolved to fight. The account given by Mr. Mathews, the truth of which has never been diſputed by any perſon, Mr. Leſtock excepted, contradicts this obſervation in direct and poſitive terms. "*Rear-admiral Rowley* (ſays he) *led the van but could never come near the French ſquadron, as M. De Court would ſometimes lay-to as if he deſigned ſtaying for them; but when they drew near him he made ſail again, till at laſt he had left moſt of the Spaniſh ſhips a good way a-ſtern, ſo that* THE ADMIRAL WAS FULLY CONVINCED HE WOULD NEVER COME TO A GENERAL ENGAGEMENT, *but judged his deſign was to draw him down the ſtreights*;" if, therefore, Mr. Mathews is to be credited, he had no probable chance of bringing them fairly to action but by bearing down and engaging the enemy with ſuch ſhips as were near him, in the hope of ſtopping them till the reſt of the fleet, particularly Mr. Leſtock's diviſion, came up. The propriety of this meaſure has been repeatedly juſtified by the former as well as the ſubſequent conduct of ſome of the ableſt and braveſt naval commanders Britain ever knew*, and the moſt brilliant

* In particular of admiral ſir George Byng in his engagement with the Spaniſh fleet off Meſſina; of admiral Anſon when he attacked the French ſquadron under Jonquiere; and, laſtly, of the late lord Hawke when he captured the greater part of Lentendeur's fleet and defeated Conflans. "In the account of the firſt of thoſe memorable actions, the latter expreſly ſays, *finding we loſt time in forming the line*, at eleven I made the ſignal for the whole ſquadron to chace."

Lond. Gaz. Extra. Oct. 27, 1747.

And,

brilliant victories and ſucceſſes have crowned their intrepidity. We ſhall defer giving any opinion on the charge preferred by Mr. Mathews againſt the vice-admiral, till we come to give an account of that gentleman.

Much ſtreſs has been laid by the enemies of Mr. Mathews on his former conduct and private behaviour to Mr. Leſtock, as if, even admitting for a moment that to have been improper, it could in the ſmalleſt degree have juſtified any breach of public conduct in the latter. Mr. Mathews is ſaid to have been auſtere, haughty and imperious, when in fact he was nothing worſe than a ſtrict diſciplinarian, a rigid obſerver of forms, and a man who, when in a ſubordinate ſtation, as he had always paid the utmoſt obedience to command, ſo he now juſtly thought he had every reaſon to expect and inſiſt on a ſimilar conduct in thoſe who acted in a ſubordinate ſtation under him. His pride was not that of a vain upſtart, ridiculouſly puffed up by an unexpected exaltation to an high national truſt, but of a man who entertained a proper ſenſe of his own dignity and command; moſt feelingly alive to every ſlight and inſult which he did not conſider as merely perſonal to him, for that, perhaps, he might have forgiven, but as indignity offered to his ſtation and an injury to the ſervice of his country.

His gallantry has never been queſtioned, even by his bitterest enemies: and the heavieſt charge they were ever able to adduce againſt him was, that he underſtood the practical part of his duty better than the theory of it; or, in plainer Engliſh, that he himſelf knew better how to fight than to command others to do the ſame. Moſt hiſtorians, in their obſervations on the foregoing tranſaction, remark, that however Mr. Mathews might on ſome accounts merit cenſure, the conduct of Mr. Leſtock certainly demanded an heavier puniſhment. Each perſon may aſſume to himſelf a privilege, which aſſuredly is undeniable, of judging for him in all controverſies of this nature that depend in the ſmalleſt degree on opinion; but cer-

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And, again, "Obſerving on my diſcovering then that they made off, I threw out the ſignal for the ſeven ſhips neareſt them to chace and draw into a line of battle a-head of me, and endeavour to ſtop them till the reſt of the ſquadron ſhould come up."

Gazette Extra. Nov. 30, 1759.

tainly

tainly all perſons muſt unite in the ſame judgement on the conduct of a man who ſuffers private animoſity to influence his public conduct even for a moment.

Thoſe who have been ingenious in inveſtigating firſt cauſes, have felicitated themſelves on proclaiming to the world the cauſe of this unfortunate diſagreement. This developement is rather an injury to the character of Mr. Leſtock, for it deprives him of every private virtue, as his conduct in the line of his profeſſion had, in the opinion of many, bereft him of every public one. His motives, ſuch as they are, which are given us on this occaſion, are, with more propriety, transferred to our account of his life. As to Mr. Mathews he paſſed the ſhort remainder of his days in peaceable retirement, and died at laſt conſidered, by moſt people, as entitled to their honourable compaſſion, which is the tribute in degree next valuable to regret and public applauſe. The time of his death is not preciſely known, but is ſaid to have happened ſome time in the year 1751.

MEADE, Thomas,—entered into the navy before the revolution, and was, in 1692, appointed firſt lieutenant of the Lumley Caſtle, of fifty-ſix guns. After this time we hear nothing of him till having accompanied commodore Walker to the Weſt Indies, he was, on the 3d of January 1703, by him promoted to the command of the Burford, as his captain, and on his return ſoon afterwards to England, captain Meade was removed into ſome other ſhip. We do not find any farther mention made of this gentleman till the year 1707, when his name appears as one of the court-martial aſſembled on board the Albemarle, in Portſmouth harbour, for the trial of ſir Thomas Hardy. As no notice is ever taken of him after this time, it is moſt likely he quitted the ſervice before the death of queen Anne, and not improbably ſoon after the year above-mentioned. He died in England ſometime in the year 1740.

MIGHELLS, Joſiah,—was a collateral deſcendant of the ſame ſtock with vice-admiral James Mighells, whoſe grandfather was a merchant of eminence at Loweſtoffe, in the county of Suffolk, about the time of queen Elizabeth. Having, as well as his brave relation, entered into the royal navy at a very early age, he was, about the year

1693, appointed third lieutenant of the Vanguard, a second rate. In 1696 we find him firſt lieutenant of the Norwich of fifty guns; both theſe ſhips were, during thoſe years, attached to the main or channel fleet. He continued to ſerve, with much reputation, in this ſtation during the war and a part of the enſuing peace, and was, on the 31ſt of March 1703, very juſtly promoted to the command of the Flamborough frigate.

In this veſſel he immediately afterwards accompanied ſir Cloudeſley Shovel to the Mediterranean, and was, in the month of October detached, by the commander-in-chief, together with the Pembroke, Exeter, Tartar frigate, and one fireſhip, to Tunis and Tripoli, under orders to renew the treaties of peace with thoſe governments, and to proceed from thence to Scandaroon to join commodore Jumper, with whom he returned to England in the month of December. In what manner he was employed during the following year does not appear; but in 1705 we find him captain of the Triton Prize, a frigate of thirty guns ſtationed in the Channel. He was not long after this appointed to the Lizard, another frigate employed in the ſame line of ſervice; in which he appears to have had no opportunity of acquiring either wealth or fame. He died on board this veſſel in King Road near Briſtol, on the 30th of Auguſt 1707; and was buried in Pill church. He left behind him three ſons, who all died about the year 1710.

MORDAUNT, Hon. Henry,—was the younger ſon of the well-known Charles, third earl of Peterborough, of whoſe family we ſhall give ſome account in our memoirs of that brave and diſtinguiſhed character. This gentleman entered very early in life into the navy, and was appointed a lieutenant, not at ſo early an age that his high rank might have been ſuppoſed to have in any degree aided his promotion, but after a meritorious ſervice and exemplary diſcharge of his duty in that ſtation, for ſeveral years. He was choſen, about the year 1695, repreſentative in parliament for Brackley; about which time we alſo believe he received his firſt commiſſion as lieutenant.

He was not advanced to a command in the navy till the 9th of April 1703, being then appointed to the Mary galley.

galley. We do not, till 1706, find any farther mention made of him, even by thoſe * whom we may naturally ſuppoſe to have made the ſtricteſt enquiry relative to the particulars of his life. In the laſt-mentioned year he commanded the Reſolution, of ſeventy guns, a ſhip which he defended ſoon afterwards with a courage well worthy of a veſſel ſo named, and perfectly befitting a perſon of ſo gallant a temper and turn of mind. On the 19th of March 1706-7, O. S.† being on his paſſage from Barce-

* Collins, and other heraldic authors.

† Campbell ſays April, but in this he is miſtaken, as will appear from the following official account of this ſpirited but unfortunate action, which has been copied, almoſt verbatim, by moſt naval hiſtorians, although they have not given any reference as to the place from whence it is taken.

Gazette, No. 4324. "The earl of Peterborough ſailed from Barcelona the 13th of March O. S. for Genoa, together with a gentleman, ſent by the king of Spain, in the quality of his envoy to the duke of Savoy, on board the Reſolution man of war, commanded by captain Mordaunt, his lordſhip's ſon; with whom ſailed at the ſame time the Enterprize and Milford frigates.

"The 19th, being within fifteen leagues of Genoa, they fell in with ſix French men of war, whereof two were of eighty, two of ſeventy, one of ſixty-eight, and the other of fifty-eight guns, who chaſed them; upon which his lordſhip, with the Spaniſh envoy, went on board the Enterprize, got away in the night, and ſailed for Leghorn; the Milford likewiſe made her eſcape, and got to the ſame port. The enemy continuing to chaſe the Reſolution, one of their ſhips came about ten at night within gun-ſhot of her, but did not begin to fire till the 20th about ſix in the morning; by which time the reſt of the enemy's ſhips, they being all clean and newly come out of Toulon, were all come up with the Reſolution; then began a very ſharp fight, which captain Mordaunt maintained, with great bravery and reſolution, till half an hour after three in the afternoon; at which time, finding no poſſibility of getting clear of the enemy, and his ſhip being very much ſhattered, it was thought moſt proper to run her a-ſhore, which was done accordingly: the enemy ſtill purſued her, and kept continually firing upon her: but finding by the captain's returning their fire that he would not quit his ſhip, they ſent out their boats to burn her; but thoſe were ſoon beat back.

"The 21ſt in the morning one of the enemy's ſhips, of eighty guns, came very near her, with a deſign to batter her; but ſhe being full of water, and the powder wet, it was reſolved to burn her rather than ſhe ſhould fall into the enemy's hands; and, accordingly, by eleven that morning, all that part of her which lay above the water was conſumed. The captain and his ſhip's company got ſafe on ſhore with what was moſt valuable on her. He was wounded in his thigh during the engagement by a cannon ball, but not dangerouſly."

lona to Genoa, having his father the earl of Peterborough on board as a paſſenger, together with a gentleman who had been juſt before appointed, by his Catholic majeſty, envoy to the duke of Savoy, he unhappily fell in with a ſquadron of ſix French ſhips of the line, all clean and in the beſt condition for ſervice, being newly come out of Toulon. The earl made his eſcape, as is ſtated in the account given by authority, and a moſt ſpirited encounter, though againſt a force ſo very unequal immediately took place, for the particulars of which we refer to the ſame very circumſtantial relation. Captain Mordaunt, in conſequence of his wound, which proved much more dangerous than was at firſt apprehended, found it neceſſary to retire from the ſervice till his cure ſhould be effected. He was prevented from ever returning to it by a premature death, which happened at Bath on the 24th of February 1710.

Boyer has taken more than ordinary pains in deſcribing this unhappy event, and delineating the character of this truly noble perſon. "On the 24th of February (ſays he) the honourable captain Mordaunt, ſecond ſon to Charles, earl of Peterborough and Monmouth, after he had languiſhed for ſeveral days, died of the ſmall pox, a diſtemper that became this year very fatal to ſeveral illuſtrious and worthy perſons. This gentleman had the command of a company of foot in his uncle lieutenant-general Mordaunt's regiment; and having been alſo bred to the ſea-ſervice, he diſtinguiſhed himſelf there upon ſeveral occaſions, particularly in the year 1707, when, being captain of the Reſolution man of war, and having on board the earl, his father, bound from Barcelona to Genoa, with whom ſailed the Enterprize and Milford Haven (frigates) they fell in with ſix large French men of war, juſt come out of Toulon. The earl, who had no buſineſs to fight there, went on board the Enterprize, and got ſafe to Leghorn. The Milford Haven alſo eſcaped; but the Reſolution maintained a fight, with the enemy's ſquadron, from ſix in the morning till three in the afternoon, with wonderful bravery; when the captain ſeeing, at laſt, there was no poſſibility of getting clear, ran his ſhip on ſhore and burnt her. He himſelf having been wounded in the thigh, the earl, his father, as ſoon as he was able to

travel, procured him a paſs to return home through France. This noble commander having ſuffered much in the length of his cure, deſigned to go to ſea again, but was prevented by death, as aforeſaid, and was as much lamented as any young gentleman of his time, being highly and juſtly eſteemed for his valour, affability, temperance, and other virtues."

An anonymous heraldic author makes the following very honourable mention of him. "Henry, ſecond ſon of Charles earl of Peterborough, was a gentleman of ſingular accompliſhments, and of an affable and generous diſpoſition, by which he had procured himſelf a general eſteem, both as a member of the common's houſe, and a commander in her majeſty's navy, where he had ſerved with ſome diſtinction; and had undoubtedly appeared a future ornament to his country, had not death taken him in the bloom of life, ſome days before his brother, with this differing circumſtance, of more regret, that he left no children behind him, being never married." We cannot but regret the ſudden and remarkable death of thoſe two gentlemen in ſo ſhort a ſpace of time, and by the like fatal diſtemper, both as an unſpeakable grief to their noble relations, and a very unhappy loſs to their country.

PARTINGTON, Henry,—entered into the navy ſoon after the revolution: and in the month of March 1693, was appointed third lieutenant of the Stirling Caſtle, a third rate of ſeventy guns, belonging to the main fleet. We have no other particulars relative to his ſervice till the 20th of October 1703, when he was promoted to the command of the Angleſea. We know nothing farther of him till the latter end of the year 1706, when we find him to have been mulcted ſix month's pay by the ſentence of a court-martial held on him, in the river Thames, for what is generally called irregular conduct, on the 12th of November. As we find no mention whatever made of him we preſume him to have held no commiſſion after this time. He is ſaid to have died on half-pay, upon the 30th of January 1737.

PUDNER, Humphrey. — The firſt information we have of this gentleman is, that he was appointed ſecond lieutenant of the Royal Oak, a third rate of ſeventy-ſix guns, about the year 1695. Whether he held any com-

miſſion previous to this is not known; nor have we any farther information concerning him till 1703, when we find him, on the 10th of July, promoted to the command of the Experiment. The firſt years of his ſervice, after his promotion to the rank of captain, paſſed on in the ſame unnoticed routine which obſcures the private hiſtory of a multitude of worthy and brave individuals. We hear nothing of him till the year 1708, when we find him captain of the Severn, of fifty guns, one of the ſquadron on the Jamaica ſtation under the command of commodore Wager*. He there eminently ſignaliſed himſelf as a very able and diligent officer, during a very long and tedious ſtation off Porto Bello, to watch the galleons†; and to his very great attention to this duty, as well as his unremitted exertions in procuring the neceſſary information, the commodore, as he himſelf was candid and honourable enough to admit, was principally indebted for his ſucceſs.

In the month of July we find him one of the members of the court-martial held on board the Expedition, at Port Royal, for the trials of the captains Bridges and Windſor. Nothing material is mentioned as having occurred during the time he continued in the Weſt Indies, from whence he returned ſome time in the year 1709. His ſhip being refitted, we find him, in the month of September 1710, ſtill in the ſame command, and employed, under the orders of captain Aldred, in the Rocheſter, in the attacks of the French ſettlements on the coaſt of Newfoundland‡. After this ſucceſs he was immediately ordered for the Mediterranean, as a convoy for the ſhips belonging to the fiſhery deſtined for that part of the world. On his arrival there, he put himſelf, as inſtructed, under the command of ſir John Norris, the admiral-in-chief on that ſtation, and ſoon met with a freſh and more

* "Commodore Wager ſent captain Humphrey Pudner, in the Severn, to watch the enemy's motions in Porto Bello; from whom he received advice, on the 23d of May, that on the 19th the galleons were ſailed."——Campbell, vol. iii. p. 206.

† In March the commodore received advice, at two ſeveral times, from captain Pudner, who was ſtationed near Porto Bello, that the galleons with the king's money could not ſail before the firſt of May.

‡ Of which a particular account has been already given in the life of captain Aldred, ſee page 154.

brilliant opportunity of diſtinguiſhing himſelf than had hitherto perhaps offered itſelf to him.

Captain Pudner being, on the 22d of March 1710-11, in the bay of Vado, with the Lion and Lyme, cruiſing off and on at ſome diſtance from the fleet, which lay at anchor within them, they got ſight of four large ſhips belonging to the enemy, of which they appriſed the admiral by ſignal, who ordered them to chace, and ſent the Naſſau and Exeter to ſupport them. Before, however, the latter ſhips could get up, a deſperate action commenced, which continued two hours, during which the Severn was completely diſabled, and obliged to put back, having had three and twenty of her people killed and wounded, the greater part of them dangerouſly *. No mention is ever made of captain Pudner after this time; and as we do not even find his name inſerted as commander of any of the ſhips put in commiſſion during this or any of the ſucceeding reigns, it is moſt probable he quitted the ſervice ſoon after. He died at Canterbury, where he had lived in retirement many years, on the 30th of November 1753, having attained a very advanced age.

RAYMOND, Baymont, or Beaumont,—was another gentleman who had entered into the navy previous to the revolution; and after ſerving no inconſiderable time in a ſubordinate ſtation, was, about the latter end of the year 1692, appointed third lieutenant of the Captain, a third rate, of ſeventy guns; from which ſhip we find him removed, in the year 1695, to the ſame ſtation on board the St. Andrew, a ſecond rate. We do not find any other mention made of him till the 21ſt of January 1703, when he was appointed captain of the Mortar Bomb. This veſſel was one of thoſe unhappily loſt in that tremendous hurricane, called, to diſtinguiſh it particularly from all others, the Great Storm, which happened in the month of November following. Lediard, Campbell, and all other naval hiſtorians, have erroneouſly ſtated the captain, as well as the whole crew, to have periſhed. Thus have they progreſſively, relying on the authenticity of each

* The Exeter, commanded by captain Raymond, coming up, ſoon engaged one of the French ſhips, but was ſo much diſabled as to be obliged to quit her, as will be ſeen hereafter.

other's information, continued to propagate a miſtake which, as general hiſtorians, they were not very likely to diſcover. That it is a miſtake, we ſhall preſently ſhew, captain Raymond's life having been preſerved, by ſome means or other unknown to us, for we ſhall preſently ſhew he ſurvived the dreadful misfortune which befel his ſhip, on that occaſion, many years.

We do not, however, find any particular mention made of him after this time till the year 1710, when he commanded the Exeter, of ſixty guns, one of the Mediterranean fleet under the command of ſir John Norris. Being ordered by that admiral to ſlip and purſue ſome French ſhips of war, diſcovered in the offing by captain Pudner, in the Severn, and other cruiſing ſhips, as already related in our account of that gentleman, he obeyed that order with the utmoſt alacrity, and appears to have engaged, with much ſpirit, for upwards of two hours, one of the French ſhips, which afterwards proved to be the Pembroke, formerly taken from the Engliſh. The Exeter had by this time ſuſtained ſo much injury in the encounter, that captain Raymond is ſaid to have quitted this antagoniſt; but the account publiſhed in the Gazette, aſſerts only that the Pembroke made a running fight, and at laſt got into the port of Spezza. He was ſentenced, by a court-martial held on him, in Barcelona road, on the 10th of July 1710, to forfeit three month's pay, for what was called, in the minutes, an error in judgment; whether in conſequence of his conduct on this occaſion, or any other part of his ſubſequent behaviour, is not ſtated. We believe him to have quitted the king's ſervice ſoon after the acceſſion of George the Firſt*, and to have entered into that of the South Sea Company, one of whoſe ſhips, called the Prince, he died captain of, at Vera Cruz, in the month of May 1718.

RICH, ſir Charles.—We find no mention made of this gentleman in the naval ſervice† till his appointment; on

* His laſt command in the royal navy appears to have been during the expedition ſent to the Baltic in 1715, under the admirals Norris and Hardy; he was then captain of the Rippon, of ſixty guns, and ſtationed in the line, as one of the ſeconds to ſir Thomas Hardy.

† This gentleman was the ſon of ſir Robert Rich, baronet, of Roſe Hall, Beccles, in the county of Suffolk; who was one of the commiſ-

ſioners

on the 12th of January 1703, to be captain of the Feversham frigate. This veſſel was, we believe, principally employed as a cruiſer, or in ſervices ſo little remarkable as to paſs unnoticed, for we find no other mention made of him, except his death. He died in England, on the 17th of October 1706, being at that time, as it is ſaid, captain of the ſhip to which he was firſt appointed, or according to a private MS. memorandum, which we believe authentic, of the Falcon.

RIDDLE, Walter.—Our firſt certain acquaintance with this gentleman's hiſtory commences with his appointment to be captain of the Mermaid, on the 21ſt of

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ſioners of the admiralty, and ſerved in ſeveral parliaments during the reign of king William, for Dunwich. The family of Rich is of great antiquity; they are ſaid to have been originally of Hampſhire, where John Le Rich, of Rich's Place, flouriſhed about the time of Edward the Second. Robert Le Rich was his ſon and heir, living in the reign of Edward the Third, and who left iſſue, John Le Rich, of Rich's Place, who was alive the 13th of Henry the Fourth; he had two ſons, Richard and William. Richard Rich, of London, eſquire, ſon of the gentleman laſt mentioned, was buried in St. Lawrence's church, London, the ſecond year of Henry the Fifth.

The firſt of this family we find mentioned by ſir William Dugdale, was Richard Rich, ſon of the above named Richard Rich. He executed the office of ſheriff of London in the year 1441, being the 20th of Henry the Sixth, and founded an alms-houſe at Hodeſdon, in the county of Hertford; which Richard dying in the year 1469, left iſſue John, and he a ſon named Thomas. This Thomas was the father of Richard, who by degrees, enjoying ſundry eminent employments, arrived at length to great wealth and honour. On the 24th of Henry the Eighth, he obtained the office of attorney-general of Wales; and in the next year was conſtituted the king's ſolicitor-general. Upon the diſſolution of monaſteries, he was made chancellor of the Court of Augmentation, by which he acquired divers lands and manors. On the death of Henry the Eighth, he was appointed one of the aſſiſtants to his executors in matters of great conſequence; and in the firſt of Edward the Sixth, being advanced to the dignity of a baron of England, by the title of Lord Rich, was ſoon after conſtituted lord high chancellor.

His grandſon Robert was, in the 16th of James the Firſt, created earl of Warwick. His uncle, Edwin Rich, third ſon of Robert, ſecond lord Rich, was knighted during the Cadiz voyage. His fourth ſon, Charles Rich, of Mulbarton, in Norfolk, was created a baronet, in the 27th of Charles the Second, with remainder to Robert Rich, of Slowdon, in Eſſex, eſq. ſecond ſon of colonel Nathaniel Rich, of the ſame place; which Robert we have already noticed as the father of ſir Charles, of whom we are about to ſpeak.

December

December 1703. We have, indeed, a ſmall memorandum, which aſſerts he was, in the year 1795, promoted to be ſecond lieutenant of the Chicheſter, of ſeventy guns; but although it is highly probable he ſerved in the abovementioned rank, even before that time, the evidence before us is not ſufficient to warrant our poſitively aſſerting it.

The firſt part of his ſervice, as a naval commander, was as barren of incident as poſſible: the veſſels to which he was, from time to time, appointed, were of inconſiderable force, and their employments, as well as peculiar ſtations, equally inſignificant. We do not find any mention made of him till the year 1706, when he commanded the Iſabella yacht, ordered with ſir Cloudeſley Shovel, and the fleet under his command, to the Mediterranean; it being, at that time of day, always cuſtomary to ſend a veſſel or two of that deſcription with all great naval armaments, to which, independant of the purpoſes of ſtate and pageantry, which probably firſt gave riſe to their equipment on ſuch occaſions, they uſually ſerved as ſcouts and advice boats, being in general prime ſailers.

He returned with his gallant admiral in the month of October 1707, but happily without being involved in that great and national misfortune which befel him and ſo many of his brave companions. His diligence and indefatigable attention to his duty and the ſervice, while employed in a ſtation ſo humble and diſtreſſing to a man of an enterpriſing turn of mind, procured him to be promoted, ſoon after his return, to the Falmouth, of fifty guns. About the latter end of the year 1708, he was ordered for New England; and, when on his voyage homeward, in the month of May 1709, with a number of ſhips under his convoy, ſignaliſed himſelf in ſo diſtinguiſhed a manner, on being attacked by a French ſhip of war of much ſuperior force, that we ſcarcely know whether moſt to applaud his intrepidity and good conduct itſelf, or to rejoice at the unalloyed ſucceſs which attended it*.

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* The particulars of this very ſpirited encounter were publiſhed by government, and were to the following purport:

"Admiralty

He continued captain of the Falmouth for a conſiderable time after this, as in the year 1710 we find him in the ſame ſhip, accompanying captain George Martin, who then commanded the Dragon, on his ſucceſsful expedition againſt the French ſettlement of Port Royal, in Acadia, now called Nova Scotia. In the year 1712, he ſtill commanded the ſame ſhip, and was then ſtationed off the coaſt of Guinea, where, in company with captain Mabbot, of the Mary Galley, he had a very ſpirited engagement with two French ſhips of war; the enemy were, however, ſo fortunate as to effect their eſcape. This is the laſt mention we ever find made of captain Riddle, no official liſt or private account giving us the ſmalleſt information even of the time of his death.

ROGERS, George,—is in the ſame predicament with the gentleman laſt mentioned, on the ſcore of innotoriety, during the early part of his ſervice; and which, in the preſent inſtance, continued nearly through his whole life. The firſt information we have of him is, his appointment, on the 8th of July 1703, to be captain of the Jer-

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"Admiralty Office, May 24, 1709.—Her majeſty's ſhip the Falmouth, of fifty guns, commanded by captain Walter Ryddell, in her paſſage from New England, with ſome ſhips loaden with maſts, and others, under her convoy, was, on the 18th of this month, attacked by a French ſhip of war of ſixty guns, about twenty-four leagues from Scilly; and captain Ryddell perceiving that the enemy did intend to board him, he filled his head-ſails, and laid her on board under her boltſprit directly athwart her hawſe, and raked her fore and aft with his cannon. The enemy continued in this poſture about an hour and a half, during which time he entered many men, but they were repulſed; however, the number of men on board her being much greater than thoſe in the Falmouth, it occaſioned various turns; but at length he thought fit to retire, having firſt cut all the lanyards of the Falmouth's fore and mizen ſhrouds, believing it might prevent her following to reſcue the convoy, which the enemy ſtood after. Notwithſtanding which, captain Riddell did with ſuch diligence follow him, as enabled him to preſerve them, and to bring them into Plymouth. In this action the Falmouth had thirteen men killed and fifty-ſix wounded; the captain himſelf received a wound in his right leg, and ſeveral other hurts; and the ſecond lieutenant, and Mr. Lawrence, one of the volunteers, were ſhot through the body. The Falmouth had on board her 20,000l. of New England money at the time of the engagement."

Captain Riddle's conduct on the foregoing occaſion appears to have been rarely equalled, and never exceeded.

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ſey. The ſtations on which he was employed, and the quality of the veſſels which for a number of years he commanded, were ſuch as prevented him from having the ſmalleſt opportunity of diſtinguiſhing himſelf. His riſe in the line of ſervice, to whatever cauſe it might be owing, was wonderfully ſlow; for in the year 1710 he had no higher command than that of the Seaford, a ſmall frigate, ſtationed as a cruiſer in the Iriſh Sea. The remainder of his appointments are as little diſtinguiſhable; and though we believe him to have been often commiſſioned during the almoſt annual naval equipments in the reign of George the Firſt, yet as none of them appear to have been ſhips of the line, no mention whatever is made of him till the year 1727, when he was appointed to command the Naſſau of ſeventy guns, as ſucceſſor to captain Morris, or Maurice, who had juſt before been promoted to the rank of a flag-officer. He accompanied ſir John Norris to the Baltic, during the enſuing ſummer; and on his return to England, quitted the Naſſau, and, in all probability, retired from the ſervice, as we have no proof of his having received any commiſſion afterwards. He died on the 24th of October 1729.

SAINT LOE, Edward*,—is no where mentioned till he was appointed, on the 9th of September 1703, captain of the Pendennis. This gentleman, among thoſe who have had the misfortune to be leaſt diſtinguiſhed, has laboured under the ſame diſadvantage, and even in a ſuperior degree, during the firſt years of his ſervice. No man, however, appears to have more deſerved the good opinion of his countrymen, the eſteem of thoſe with whom he ſerved, and the applauſe of his ſuperiors in command, than himſelf. Care, diligence, attention, and activity, were all eminently diſtinguiſhable in his conduct; and nothing appears wanting to the character of a great man, but the opportunity of acquiring that celebrity unfortunately ſo neceſſary to the perfect completion of it.

The firſt notice we find taken of him is in the year 1720, at which time he was captain of the Prince Frederic, under rear-admiral Hoſier, who was juſt before ap-

* He was moſt probably the ſon of captain George St. Loe, for an account of whom ſee vol. ii. p. 96.

pointed

pointed third in command of the fleet ſent under ſir John Norris to the Baltic. He ſerved on the ſame ſtation during the expedition in 1721, and under the ſame admiral. In the month of April 1723, he was appointed to the Northumberland, in which ſhip he continued during the two following years, but without being employed on any memorable ſervice. In 1726 he was commiſſioned to the Superbe, and ordered for the Weſt Indies, with rear-admiral Hoſier, who had the chief command there. Mr. St. Loe, at the time of this appointment, appears to have been promoted to the rank of commodore, with a captain under him. The operations of, as well as the diſtreſſes experienced by this armament, have been already related at length, in the life of the brave and ever to be lamented admiral*, who fell an inglorious ſacrifice to the chagrin occaſioned by them.

In the year 1727, Mr. Hoſier having thought proper to divide his ſquadron, for the purpoſe of blocking up the harbours, both of Porto Bello and Carthagena at the ſame time; the ſhips deſtined for the former ſervice conſiſting of four fourths, a fifth, and a ſixth rate, were of courſe put under the orders of Mr. St. Loe, who ſailed from Jamaica on this ſervice ſoon after Chriſtmas. Misfortune and diſappointment were, however, the conſtant attendants and never relenting foes, which baffled the indefatigable efforts of theſe two brave men. After an unſucceſsful cruiſe of ſeveral month's continuance, he returned to Jamaica about the middle of June; but as ſoon as his ſhips had taken on board a ſupply of water and proviſions, he again put to ſea, and ſtood over to Carthagena. On the death of Mr. Hoſier, which happened on the 23d of Auguſt following, he aſſumed the chief command of this ſhattered and diſtreſſed armament.

He continued at ſea, cruiſing and effectually blocking up the galleons, according to the laſt inſtructions which he had received from the deceaſed admiral, till the 6th of September, when the Spaniſh veſſels being all unrigged, and he having received certain information, that they were ſo miſerably deficient in ſtores and proviſions as to be incapable of returning to Europe till the enſuing ſea-

* Hoſier.

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ſon, he returned to Port Royal, where he arrived on the 17th of September and rejoined the remainder of his ſquadron, ſeveral of his ſhips having been obliged to put into port before him, through want of proviſions and other neceſſaries. Captain St. Loe immediately diſpatched the Happy, a ſnow ſloop of war, for England, with the melancholy intelligence of his admiral's death, and deſiring farther inſtructions as to what manner he was afterwards to act in.

In the interim he took care to refit his ſhips in the beſt manner circumſtances would permit; and having recruited his ſtock of proviſions and water, put to ſea early in the month of October. Finding, however, that the extreme caution of the enemy prevented him from having any other opportunity of diſtreſſing them than by blocking up their harbours, and the advanced ſeaſon of the year rendering that employment no longer neceſſary, far as related to the galleons, which were his principal, and, indeed, only object, he returned, after a ſhort cruiſe, to put his ſhips once more in the beſt condition in his power for ſervice, againſt the enſuing naval campaign, and the arrival of vice-admiral Hopſon, who was ſoon expected from Europe. That gentleman getting into Port Royal on the 29th of January, found the ſquadron there, through the care and indefatigable attention of Mr. St. Loe, in a much better ſtate than could poſſibly have been expected, ſo that he was enabled to ſail from thence with his whole force, on the 4th of February following, to cruiſe off the Spaniſh coaſt with the ſame intent as in the former year.

The admiral dying at ſea, as has been already related, after an illneſs of five days, on the 8th of May following, the command of this unfortunate and unſucceſsful ſquadron devolved, a ſecond time, on Mr. St. Loe, who again experienced the ſame want of opportunity to diſtinguiſh himſelf, which had attended him during the former period. He himſelf, about eleven months afterwards, fell a victim to the ſame unhealthy climate which had before proved fatal to the two admirals under whom he ſerved. He died on the 22d of April 1729, having been, on the 4th of March preceding, promoted, at home, to the rank of rear-admiral of the blue. He did not, however, live long enough

enough to receive the intelligence of this juſt and well-merited advancement.

SANDYS, Jordan. — We have no account of this gentleman till we find him, on the 12th of March 1703, appointed captain of the Hector. He is exactly in the ſame undiſtinguiſhed ſituation with many of his brave cotemporaries, for we meet with no other mention made of him till the year 1715, when he commanded the Burlington, of fifty guns, one of the fleet ſent, under ſir John Norris, to the Baltic. He continued captain of the ſame ſhip two or three years, employed annually on the ſame ſtation, under the different commanders-in-chief who were honoured with ſo unintereſting an employment. As we find no mention made of him after he quitted this ſhip, we naturally conclude it is highly probable he retired from the ſervice: but no notice is taken of this circumſtance, or of any penſion being granted, as is generally done in caſes of this ſort. He died ſome time during the year 1734.

STUKELY, Charles, — is alſo unknown, till he was, on the 1ſt of July 1703, made commander of the Loweſtoffe frigate; and we have no account of his being appointed to any other ſhip. He died in England on the 3d of April 1720.

TAYLOR, Joſeph. — Although this gentleman is equally undiſtinguiſhed till he was, on the 15th of February 1703, appointed captain of the Charles galley, a frigate of thirty-two guns, fortune did, however, ſoon make him amends for this poverty of adventure, as few men became afterwards more diſtinguiſhed in the petite guerre. The veſſel to which he was appointed, as above-mentioned, was employed, during the year 1703, as a cruiſer; in which ſervice he met with much ſucceſs, having captured ſeveral prizes, among which was a French ſloop of war. In the year 1704 he accompanied ſir G. Rooke on his expedition to Liſbon and the Mediterranean, where his diligence and activity were highly ſerviceable * and

* Boyer makes the following honourable mention of him:

"While ſir George Rooke was gathering this account from the ſeveral priſoners, the commander of the Charles galley, captain Taylor, the ſame who had been diſpatched from Liſbon, came on board the admiral, and gave him information, that in his voyage he came

and deſervedly applauded by the commander-in-chief. Soon after his return to England he was promoted to the Triton, of fifty guns, in which ſhip he was, during the following year, employed to cruiſe in the Channel. His ſucceſs in this ſervice was almoſt unprecedented, not ſo much on account of its magnitude as its frequent repetition, he having captured one frigate of thirty guns, taken afterwards into the ſervice, and called the Triton's Prize; and three of twenty-four guns each, called the Fox, the Cruiſer, and the Enterprize*. No mention, however, is made of him after theſe happy ſmiles of fortune, the juſt reward of activity and good conduct; and we are even ignorant of the time of his death.

WINDSOR, Edward,—was, on the 12th of February 1703, appointed captain of the Milford. He continued to be employed as captain of divers ſhips of war, which were not engaged in any diſtinguiſhed ſervice till 1708, in which year he was captain of the Portland, of fifty guns, one of commodore Wager's ſquadron in the Weſt Indies. His improper conduct in the action with the Spaniſh galleons, off Baru, induced the commander-in-chief to put him under an arreſt immediately on his return to Jamaica. Being tried by a court-martial held on board the Expedition, in Port Royal harbour, on the 23d of July, he was found guilty of the charge preferred againſt him; but, in conſideration of ſome favourable circumſtances in his caſe, was only ſentented to be diſmiſſed from

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came in with the whole French fleet, which chaſed him to the ſouthward of Cape Spartel; but they ſoon loſing ſight of him, he made the beſt of his way for the Streight's mouth; and the next morning, as far as he could ſee from his top-maſt-head, he could diſcern but two or three ſail of the fleet, which he made the day before to be at leaſt forty, and many of them very great ſhips."

* We have the following farther account of his ſucceſs, in a letter, dated Plymouth, April the 17th, 1705.

"Her majeſty's ſhip the Triton, captain Taylor commander, has brought in here two privateers of St. Malo, which he took two days ago about fifteen leagues to the ſouthward of the Lizard; one is called the Sanſpareille, of twenty guns and one hundred and thirty-five men; the other the Beringhen, of twenty-four guns and one hundred and ſixty men; they are both new ſhips, and eſteemed as good ſailers as any that belonged to St. Malo."

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the command of the Portland*. He never was again reſtored to the ſervice, and is ſaid, by ſome, to have died of mere chagrin in a few weeks afterwards.

1704.

CONEY, William.—This brave, and, as it will appear by the ſequel, unfortunate man, is no where mentioned till his appointment, on the 1ſt of April 1704, to be captain of the Sorlings frigate. After having continued for ſome time in this veſſel without meeting with any opportunity of diſtinguiſhing himſelf, he was promoted to the Romney, of fifty guns; in which ſhip we find him on the Mediterranean ſtation in the year 1706. In the month of December he was detached from the fleet, under ſir Cloudeſley Shovel, to cruiſe in company with the Milford and Fowey Frigates; and having put into Gibraltar he there received intelligence, on the 15th, O. S. that a French privateer, mounting ſixteen guns, with nearly thirty pieces of braſs cannon on board, which had

* The following was the tenor of the ſentence.

" Captain Edward Windſor, commander of her majeſty's ſhip the Portland, being tried for not doing his duty, in a late action with the Spaniſh galleons on the coaſt of Carthagena, in New Spain, on the 28th, 29th, and 30th of May laſt; it did appear, by evidence on oath, that the ſaid captain Edward Windſor was ſlack in his duty, by not bearing ſo near the enemy as to keep ſight of ſome of them, when they were engaged on the 28th at night; that upon chaſing the enemy next day, by ſignal from the commodore, he left off chaſe and bore down to the Kingſton in the evening, when he ought not to have done ſo; and that on the 30th, when the Kingſton and Portland chaſed the vice-admiral of the galleons, near the Salmadinas, he ſhortened ſail before he came up with the ſaid ſhip, ſo far as he might have done; but it appears that he was led into theſe miſtakes through want of judgment, and having too great a regard to captain Bridges, of the Kingſton, as a ſenior officer. This court having duly conſidered the whole matter, do find him guilty of the breach of ſome part of the 12th, and part of the 14th articles of war; and for the ſaid offence do diſmiſs him, the ſaid captain Edward Windſor, from being captain of her majeſty's ſhip Portland."

been fiſhed up from the wreck of the Magnanime, a French ſhip of war driven on ſhore about a twelvemonth before, was then laying at anchor under the cannon of Malaga. Nothing intimidated by the probable danger of attacking a veſſel ſo protected, he immediately proceeded for that poſt; and having, the better to deceive the enemy till the laſt moment, hoiſted French colours, ſtood cloſe into the town and came to an anchor within piſtol-ſhot of his hoped-for prize. The enemy little expecting ſuch a viſitor, and lulled moreover into complete ſecurity by captain Coney's artifice and ſubſequent conduct, were little prepared to repel him; ſo that, after receiving two or three broadſides, the crew abandoned their veſſel and made for the ſhore. The batteries of the town were, however, not ſo remiſs: but, although a fire from upwards of fifty pieces of cannon was immediately opened on the Romney and her prize, captain Coney was happy and dexterous enough to get them both out, without having ſuſtained any damage in this very dangerous and unequal encounter*.

Following

* Campbell has committed a manifeſt error in his account of this ſpirited buſineſs, having converted the prize into a ſhip of ſixty guns. He quotes Lediard and Burchet, both of whom, he ſays, have derived their information from the Gazette, No. 4298. They all three agree, or rather follow one another in aſſerting, that captain Coney had parted company with the two frigates, one of them, as they ſay, being diſabled, the other ſeparated by accident. We do not wiſh to combat the truth of this circumſtance, which is moſt probably ſtrictly right. But Campbell is evidently wrong, in ſuppoſing the gentlemen above-mentioned collected their account from that officially given, for no ſuch information appears on the face of it. As being more ſatisfactory than any other, we have thought it beſt to tranſcribe it.

"Gibraltar, Dec. 29, N.S. This day a French prize was brought in here by her majeſty's ſhip the Rumney, captain Coney; the Foy, captain Laiſtock; and the Milford, captain Stanhope, commanders; they having intelligence of a French ſhip, ſailed to the eaſtward the 26th inſtant. The next morning they made the bay of Tetuan, and thence made the beſt of their way to Malaga, off which port they appeared about eight o'clock in the morning on the 28th, under French colours. The ſhip they had intelligence of being cloſe hawled up to the mole, and under command of the cannon of the town, captain Coney reſolved to go in with his own ſhip and fetch her off; accordingly he entered into the bay under a French jack and pendant, and afterwards proceeded up to the ſaid ſhip and dropped anchor within piſtol-

Following the authorities of Campbell, Burchet, and Lediard, we ſhall add the following account of this gentleman's ſubſequent conduct. "On the 26th of the ſame month (December, ſays Campbell) he chaced and came up with another French ſhip, called the Content, that carried ſixty-four guns; the captain of her, inſtead of attempting to fight the Engliſh ſhips, got, as ſoon as he could, under the cannon of a little caſtle, about eight leagues weſt of Almeria, where he crept as cloſe as poſſible to the ſhore. Captain Coney anchored before him, and ordered the Milford and Fowey to do the ſame; the one a-head, the other a-ſtern. They plied their guns for about three hours very briſkly, and then the French ſhip took fire, blew up, and was entirely deſtroyed, with moſt of her men. This ſhip had been detached by Mr. Villars to bring the before-mentioned ſhip from Malaga. Sometime after captain Coney took another French ſhip, called the Mercury, of forty-two guns, which the French king had lent the merchants, and which, at their expence, was fitted out as a privateer."

Campbell adds, in a note, that Mr. ſecretary Burchet aſſerts, this happened on the 8th of July (which, probably, is a typographical error): but Mr. Lediard conjectures very rightly, that inſtead of July it ſhould have been January; and ſo it appears by the account we have of this tranſaction in the Gazette, No. 4304, where the article is dated from Liſbon, Feb. 9, N. S. He adds, this is one proof out of many of the wretched incorrectneſs of this Naval Hiſtory, as to *dates*; in which one would have expected, from its author's ſtation, remarkable regularity and exactneſs.

Now it ſo happens that Campbell himſelf, though right in the correction of the dates on which he arrogates to

piſtol-ſhot of her: while he prepared to fire into her, there came off the ſhank's boat to compliment him as a French captain; and he ſeized upon the crew, which was commanded by the Teniente de guards major, and then fired a broadſide into the Frenchman, and after that two more, which obliged moſt of the Frenchmen to quit the ſhip; ſo he ſent his boats on board her. All the cannon of the town kept playing on him, which were about fifty: however he brought off the ſhip in ſpight of all their fire, and without the loſs of one man. She proved to be a prize of conſiderable value."

himſelf ſo much credit, is, in common with other naval hiſtorians, by no means juſtified in attributing the ſucceſs already mentioned to captain Coney, from the authority of the Gazette, on which he appears ſolely to reſt. The words of the official account we ſhall ſimply ſtate. After giving a relation of Captain Coney's exploit in the harbour of Malaga, it proceeds thus—"two *other* of our frigates chaſed a French man of war, called the Content, which, without making any defence, ran a-ſhore at Cape de Gatt, where the commander and his crew quitted and burnt her. She carried ſixty guns, and was reckoned the beſt ſailor they had. Our men of war have taken a French frigate of forty-two guns, called the Mercury, and brought her into Gibraltar; the French captain and eight of his men were killed in the engagement."

Nothing therefore appears in the above that warrants our placing the captures laſt-mentioned to the account of captain Coney: on the contrary, there ſeems to be much preſumptive evidence that he bore no ſhare in them. It is, we muſt confeſs, very extraordinary, that all hiſtorians ſhould have agreed in any circumſtance of this nature, that we ſhould in after days have occaſion, or even the power to doubt of; and we can in no way reconcile the apparent variation between their reiterated accounts and the official report delivered to us, but by ſuppoſing the latter to have, by ſome unknown accident, been incorrect, and that ſubſequent authors have been too delicate, or negligent to tell us ſo. Whatever may be the real ſtate of theſe particular tranſactions, the conduct of captain Coney, in inſtances placed by the moſt uncontrovertible teſtimony beyond the poſſibility of doubt or cavil, prove him to have been a man happily endued with the moſt ſpirited gallantry, joined to the higheſt profeſſional judgement, addreſs, and general ability.

Returning to England in the month of October 1707, with ſir Cloudeſley Shovel, he was unhappily involved in the ſame calamitous fate with him. Driven on a reef of rocks, called the Biſhop and Clerks, off the Scilly iſlands, on the 22d of October 1707, the Romney was totally loſt, not a ſingle perſon being ſaved out of her whole crew.

DOLMAN, or DOLEMAN, George, — is ſuppoſed to have entered into the navy at or immediately after the revo-

revolution, for in the year 1693 we find him third lieutenant of the Edgar, of ſeventy guns; and that he had ſerved in that ſtation for a conſiderable ſpace of time before the date of our information. We do not hear any thing farther concerning him till he was, on the 19th of January 1704, promoted to be captain of the Lyme. Not long after his appointment he was ſent to the Mediterranean, where he was unhappily killed in an engagement with a French ſhip of war on the 23d of May 1705.

FANE, George.—Our information relative to this gentleman commences with his appointment, on July 14, 1704, to be captain of the Lizard. Nothing farther has come to our knowledge concerning him, except that he died in New England on the 9th of April 1709, being at that time commander of the Loweſtoffe.

HARLAND, Robert.—Of this gentleman we know nothing till his appointment, on the 24th of March 1704, to be captain of the Severn; and are again equally ignorant concerning him till the year 1710, when we find him commanding a ſhip of two decks, called the Saliſbury's Prize, one of the ſquadron employed, during that and the enſuing year, in the Weſt Indies, under commodore Littleton. On the 27th of July 1711, he diſtinguiſhed himſelf in a very conſpicuous manner, by engaging ſingly the vice-admiral of the Spaniſh galleons, who was in a ſhip mounting ſixty braſs guns, for a conſiderable time before the reſt of the ſquadron could get up; and to his ſpirited exertions on the above occaſion the capture of that veſſel was primarily owing. In 1714 he commanded the Chatham, of fifty guns, one of the fleet ſent, under ſir John Norris, for the Baltic. We believe him to have retired from the ſervice after he quitted this ſhip, for we do not again find him mentioned as holding any commiſſion. He died in England in the month of March 1750-1, leaving a ſon, of whom hereafter, and a daughter, married, firſt, to —— Ellis, of Bury, in the county of Suffolk, Eſq; and, 2dly, to ſir William Gage, bart. of Hengrave, in the above county.

HOWARD, Charles.—The name of this gentleman is no where given in the liſts of naval commanders; nevertheleſs, as we are perſuaded that it is an omiſſion, we ſhall venture to give him a place here. He was the ſe-

cond ſon of Philip Howard, ſeventh ſon of Thomas, firſt earl of Berkſhire. He was born May 13, 1681, and named after his godfather, king Charles II. Having entered into the navy he roſe to the rank of captain, and had the command of the Swan frigate of war, in which he was loſt about the year 1705. He married Elizabeth, ſecond daughter of Edward Batten, of Portſmouth, in the county of Southampton, gent. and by her (who died of the ſmall-pox, June 1711, and was buried in St. James's church, Weſtminſter) had one ſon, and a daughter Mary, born at Wincheſter in 1700, maid of honour to queen Caroline, when princeſs of Wales. She was, firſt, married to Henry Scott, earl of Deloraine, and, after his deceaſe, to William Windham, of Earſham, in Norfolk, eſq; preceptor to William, duke of Cumberland.

HERRIT, or HERRIOT, William. — Nothing is known of this gentleman except that he was, on the 14th of November, appointed commander of the Greyhound. He is ſaid to have died ſometime in the year 1735, his name never again occurring in the ſervice.

HUTCHINS, Stephen. — This gentleman is alſo unknown in the ſervice till his appointment, on the 25th of April 1704, to be captain of the Scarborough. He continued in the ſame ſhip, without appearing to have had any opportunity of diſtinguiſhing himſelf, many years; for in the month of July 1708, we find him ſtill in the Scarborough, and under the command of commodore Wager, in the Weſt Indies, where he was one of the members of the court-martial, held on board the Expedition in Port Royal harbour, for the trials of the captains, Bridges and Windſor. The latter was captain of the Portland; and on his diſmiſſion from the command of that ſhip, as already ſtated in our account of him, captain Hutchins was promoted to ſucceed him. In the month of January 1709, he was ordered by the commander-in-chief, to convoy ſome merchant-ſhips, bound to England, through the windward-paſſage. When on his return to Jamaica, after having executed this ſervice, he had the good fortune to make prize of a French ſhip, near Cape St. Nicholas, worth upwards of ſix thouſand pounds.

Early in the month of April he was again ordered out, but on a different ſervice, being inſtructed to cruiſe off the

coaſt

coaſt of Hiſpaniola for the protection of the trading ſloops. Having arrived off the Baſtimentos, near Porto Bello, he received advice on the 15th, that four large ſhips were laying at anchor there. Early on the morrow he ſtood cloſe in to reconnoitre them; and, as he approached, the enemy warped their ſhips into a line and hoiſted French colours; two of them appearing to be of fifty, and the other two of thirty guns each. Not deeming himſelf juſtified in hazarding an attack againſt a force evidently ſo much ſuperior, and not willing on the other hand to relinquiſh his prize or forego a glorious opportunity of diſtinguiſhing himſelf, and rendering eſſential ſervice to his country, he diſpatched a canoe to procure him farther intelligence, while he ſtood away to ſome diſtance, in hopes that this feint might induce the enemy to come out and afford him ſome opportunity of attacking them to advantage.

His boat returned to him on the 22d, with intelligence that the two largeſt ſhips were the Coventry, a fourth rate, formerly taken from the Engliſh, and the Mignon of nearly the ſame force, both lately arrived from Guinea, and intending to put to ſea very ſoon, as the other two veſſels had done the day after captain Hutchins appeared off the port, one of them being a French merchant-ſhip of thirty-ſix guns, the other a large Dutch ſhip, which the veſſels firſt mentioned had captured off the Baſtimentos. On receiving this information captain Hutchins returned to his former ſtation, and on the 27th anchored off the Baſtimentos. On the 1ſt of May his boat, which he had again diſpatched on the look out, returned with advice that the Coventry and her conſort had ſailed the night before. He immediately weighed anchor and ſtood to the northward. On the 3d, about eight in the morning, the enemy were diſcovered from the maſt head, and by noon were viſible from the deck. The French ſhips being to windward, and confiding in their apparent ſuperiority, bore down with much appearance of reſolution, and as they paſſed, fired ſome guns, but at too great a diſtance to do any execution. The enemy immediately wore round as if they were reſolved to engage immediately: they, however, kept their wind, preſerving a diſtance from the Portland too great to decide the conteſt at. Captain Hutchins, determined they ſhould not eſcape if

it were poſſible to prevent it, tacked at ſix o'clock, and kept ſight of them all the night, uſing every poſſible endeavour to get more to windward and to near them.

Between ſeven and eight, on the morning of the 4th, he had got up within half piſtol-ſhot of the Mignon, and immediately began to engage her to leeward, his ports being ſo near the water that he would otherwiſe have been incapable of uſing his lower deck guns. The French ſhips, indeed, being higher built and in lighter trim, were enabled to fight theirs although they had the weather-gage. After he had been ſometime engaged with the Mignon, the Coventry got on his lee-bow and fired very briſkly, her guns being pointed high with an intention to diſmaſt the Portland, but happily without producing that effect. Captain Hutchins finding the fire of the Mignon ſlacken, and that he had evidently the advantage of her, was reſolved not to be diverted from the object of his firſt attack till he had ſo far diſabled her as to prevent her doing him farther miſchief. Purſuing this plan, he redoubled, if poſſible, his fire on the Mignon; but a ſhot from the Coventry having carried away his main-top-ſail-yard, the enemy were enabled to get a-head of him: he nevertheleſs purſued them with all the ſpeed his crippled condition would permit him, exerting himſelf to the utmoſt in ſplicing his rigging, bending new ſails, and putting his ſhip in the beſt condition he could for ſervice.

About three the next morning captain Hutchins diſcovered boats perpetually paſſing and repaſſing between the Mignon and Coventry. They continued, at intervals, thus employed during the whole of the next day, and cauſed him naturally to conclude the former ſhip had received ſo much damage in the preceding encounter, as, alarming the enemy for her ſafety, had induced them to ſhift the moſt valuable part of her cargo on board the Coventry, as the leaſt diſabled ſhip. A continued calm, added to the damage he had ſuſtained in his maſts, prevented him however, during the whole day, from getting near enough to re-engage the enemy, or even diſturb their operations. Having ſecured his maſts, and repaired his rigging, as well as circumſtances would permit, by ten o'clock at night, he made every poſſible effort to cloſe with the enemy a ſecond time; but continuing to be ſtill baffled

baffled by light winds, was not able to effect this before ſeven o'clock on the morning of the 6th, when, having neared the Coventry ſo much, that the enemy found it was impoſſible for them to avoid an action any longer, that ſhip hauled up her main-ſail and brought-to for him, the Mignon laying at ſome diſtance and firing as ſhe found an opportunity, but happily without doing him any material damage. It was the intention of captain Hutchins to have boarded the Coventry; but perceiving her on a nearer approach to be too well manned to juſtify ſuch a kind of attack, he deſiſted and continued his cannonade with the greateſt ſpirit and briſkneſs till near twelve o'clock at noon, at which time the main-maſt of the Coventry being ſhot by the board, her fire gradually decreaſed. The enemy continued to make the beſt reſiſtance they were capable of, till near one, when, incapable of farther conteſt, they were content to ſurrender *. The Portland was too much diſabled, as well as occupied in ſecuring the Coventry, to pay any attention to the Mignon, which contrived to eſcape during the confuſion, though in a very ſhattered condition.

Captain Hutchins unhappily did not long ſurvive the honour he had gained in this very long and unequal encounter, dying on the 24th of Auguſt, at Jamaica, on board the ſhip he had ſo ably and gallantly commanded.

KEMPTHORNE, Thomas.—We ſuppoſe this gentleman, from reaſons ſtronger than that occaſioned by a ſimilitude of names to have been a collateral deſcendant of the renowned ſir John Kempthorne, who was vice-ad-

* Her firſt captain was killed, the ſecond wounded, and about ſeventy men killed in both the enemy's ſhips, the Mignon's men being put into the Coventry, and no more left in her than to carry her into the firſt ſafe port. The firſt captain of the Mignon was taken in the Coventry, into which ſhip he had removed having received many wounds on board his own. The latter was ſo much diſabled that they judged ſhe could not proceed to France, having not twenty men on board her, beſides negroes; on which account they removed the treaſure into the Coventry. In this action captain Hutchins had no more than nine men killed and twelve wounded, having not above two hundred and twenty on board, ſervants included, beſides twelve negroes, when he began the attack. The money he found amounted to about twenty thouſand pieces of eight, a great part of which was found about the French ſeamen.

miral

miral of the blue ſquadron, and afterwards commiſſioner of the navy at Portſmouth, in the reign of king Charles the IId. We do not hear any thing of this gentleman previous to his appointment as captain of the Roebuck, of forty guns, on the 31ſt of March 1704. He proceeded ſoon afterwards for the Mediterranean with the ſquadron under ſir Cloudeſley Shovel, who was ſent thither to reinforce ſir G. Rooke. On the return of that admiral with the principal part of the fleet, after the battle off Malaga, captain Kempthorne was left with the detachment under ſir John Leake, who was appointed to command, during the winter, on the Liſbon and the Mediterranean ſtations. Being ordered, in the month of December, to aſſiſt in eſcorting ſome tranſports with troops intended to reinforce the garriſon at Gibraltar, they had the ill fortune to meet Mr. Pointi's ſquadron, and with the greateſt difficulty avoided falling into his hands; the Roebuck and Greenwich, with three of the tranſports, being forced back to Liſbon; but the remainder, being ſeventeen in number, got ſafe into Gibraltar, one only excepted, which the enemy made prize of.

The rules of the ſervice rendered it neceſſary this failure ſhould be inveſtigated by a court-martial, at which ſir John Leake himſelf preſided. The enquiry ended in captain Kempthorne's honourable acquittal. He continued to command the ſame ſhip, without changing ſtation for ſeveral years. After his return to England we do not meet with any mention made of him again for a conſiderable time, as a naval commander, even till the year 1716, when he commanded the Worceſter, at that time one of ſhips employed on the Mediterranean ſtation. In 1717 we find him appointed captain of the Royal Oak, of ſeventy guns, one of the fleet equipped for the Baltic, and intended to be ſent thither under the command of ſir Geo. Byng; but ſeveral of the ſhips not being equipped in time, a part only proceeded thither, of which number the Royal Oak is believed to have been one. Continuing in the ſame ſhip during the following year, he accompanied his former admiral, ſir George Byng, to the Mediterranean, under whom he was preſent at the memorable engagement with the Spaniſh fleet off Cape Paſſaro, being one of the ſeconds to rear-admiral Delaval, in the Dorſetſhire. Soon after

after this action, he had the good fortune to capture a Spaniſh frigate carrying between twenty and thirty guns, which appears to have been the only opportunity he met with of effecting any material ſervice.

After his return from the Mediterranean * he appears to have retired altogether from the line of active ſervice; and in the year 1722 was appointed commiſſioner of the navy reſident at Chatham. He continued to hold this very reſpectable office till the time of his death, which happened on the 12th of July 1736.

LAWRENCE, Thomas,—was appointed a lieutenant in the navy ſoon after the revolution. During the year 1692 and 3, we find him ſerving in that ſtation as ſecond on board the Monk, of ſixty guns; from which ſhip he removed, in 1694, into the Devonſhire, a third rate, of which he was appointed third lieutenant. Having continued to ſerve in this capacity for many years, he was at laſt, on the 18th of October 1704, promoted to the command of the Bridgewater. This veſſel appears to have been wholly employed as a cruiſer, and captain Lawrence continued in the ſame command for a conſiderable time. In the month of May 1707, we find him on the Iriſh ſtation, where he very eminently diſtinguiſhed himſelf in an action with a French frigate and a privateer of the ſame nation, of which we have the following particulars.

Having received intelligence that two or three French privateers were at that time hovering on the coaſt to the very great interruption of commerce, he ſailed in queſt of them, from the harbour of Kinſale, on the 16th of May, and about midnight fell in with three ſhips, one of which proved to be the Affair, a French frigate of twenty-four

* There is a traditional report among naval people, whether well-founded or no we cannot pretend to determine, that, during the time of his being employed either on this or the former occaſion upon the Mediterranean ſtation, he moſt eminently diſtinguiſhed himſelf in an encounter with a very ſuperior force, which he reſiſted with the completeſt ſucceſs, although the odds orally delivered to us might, if related, be thought, by ſome, to favour more of romance than hiſtorical truth. We can ſay nothing farther, as we have not been able to aſcertain, with any degree of preciſion, either the particulars of the event, or the time when it took place.

guns

guns and two hundred men, commanded by a captain Le Blanc; a ſecond, which was a privateer called the Cocarde, of twelve guns and ninety men; and the third a prize they had taken.

Captain Lawrence engaged the two ſhips of war for two hours and an half; after which, they crouded all the ſail they could carry in order to effect their eſcape, which they accompliſhed: but their prize, which was a ſhip belonging to Briſtol, was not ſo ſucceſsful; and with this partial fortune captain Lawrence was obliged to be content.

Singular as it may appear, we find no mention made of him, in the ſervice, after this time; nor dare we even aſſert he was ever commiſſioned to any other ſhip. On the 18th of Auguſt 1743, he was appointed ſecond captain of Greenwich-hoſpital; in which ſtation he continued till the 16th of December 1745, when he was advanced to be the firſt captain on that eſtabliſhment; an honourable retirement, in which he afterwards remained till his death, which happened on December 8, 1747.

LEGG, Thomas, — was appointed firſt lieutenant of the Rupert, of ſixty-ſix guns, in the year 1693. After this time we hear nothing of him till his promotion, on the 15th of Auguſt 1704, to be captain of the Tartar, of thirty-two guns, one of the frigates which accompanied ſir George Rooke on his expedition to the Mediterranean. Mr. Legge was, as we believe, one of the lieutenants of the Royal Catherine; and having behaved in a very exemplary manner in the memorable encounter with the French fleet off Malaga, was moſt deſervedly rewarded with the appointment already noticed. He was never however fortunate enough to meet with an opportunity of diſtinguiſhing himſelf ſufficiently notorious and prominent to raiſe him above that undiſtinguiſhed multitude of brave men whom the ſame degree of ill-fortune has unhappily involved in the ſame ſituation. He died at Barbadoes, commander of the Angleſea, on the 20th of February 1711.

MONEYPENNY, James. — Nothing material is known of this gentleman till his appointment, on the 16th of Auguſt 1704, to be commander of the Kent. He had accompanied ſir George Rooke on his expedition to the

the Mediterranean, in the capacity of lieutenant; and, in conſequence of his meritorious conduct in the memorable engagement off Malaga, was promoted to the ſhip above-related, as captain to rear-admiral Dilkes. In the year 1706, having in the interim been removed into ſome other ſhip, he was involved in a very ſerious diſpute with a Mr. Brierwood, his lieutenant. He had juſtly thought it incumbent on him to confine this gentleman for a neglect of duty he had been guilty of; but there are unhappily ſome perſons ſo impatient of reſtraint, that every exertion of due authority is by them moſt ſtrangely and wickedly repreſented, as an act of tyranny and oppreſſion; of this claſs of men Mr. Brierwood was one. Not ſufficiently checked by the proper exertion of diſcipline on the part of his commander, he broke through every regulation not only of the ſervice but civil ſociety alſo, and challenged captain Moneypenny as a man who had wantonly offered him the groſſeſt injury, and which the vague and ill-defined laws of honour compelled him to ſeek atonement for, by an encreaſed breach of honour itſelf as well as duty and decorum.

For this offence he was quickly afterwards brought to a court-martial, of which ſir John Leake was preſident, and moſt deſervedly ſentenced to be diſmiſſed the ſervice. Captain Moneypenny continued to be employed principally, as we believe, on the Mediterranean ſtation, where we find him, in the year 1711*, commanding the Superbe, a ſhip of fifty-ſix guns, taken from the French in the preceding year by captain Johnſon, in the Kent. We have not been able to procure any farther information relative to him, except the mere date of his death, which happened on the 23d of October 1723, he being at that time in England and unemployed.

PARSONS, Charles.—We believe this gentleman to have been appointed third lieutenant of the Royal Oak about the year 1696; but find no other mention made of him till 1704. On the 6th of April, of that year, he was promoted to be captain of the Haſtings, and was, not long afterwards, removed into the Fowey; in which ſhip he was unhappily killed, in action with a French ſhip of

* On the 18th of October captain Moneypenny brought into Leghorn a very rich prize, which he had taken coming from the Levant.

war,

war, on the 11th of February 1705: but we have not been able to recover any particulars relative to the encounter.

SCOTT, Thomas,—was, on the 2d of March 1704, appointed to the command of the Mary galley. In this veſſel he continued, for a conſiderable ſpace of time, on the Mediterranean ſtation; though, owing to cauſes already explained in the lives of many others, his brave cotemporaries, little to the advantage either of his fame or fortune. We find him, in the month of July 1710, captain of the Romney, and employed in cruiſing off the coaſt of Portugal. In this occupation he was rather more ſucceſsful, having captured a ſtout privateer, belonging to Dunkirk, mounting twenty guns; and ſeveral other veſſels of inferior conſequence and ſmaller value. He continued captain of the Romney ſeveral years, as we find him her commander in the month of November 1714, being then ſtationed in the Mediterranean.

Soon after his return from thence he was promoted to the Burford, of ſeventy guns, one of the fleet ſent, in 1717, to the Baltic, under ſir J. Norris. He did not remain long in the ſame command after the concluſion of that expedition; and we are ignorant in what manner he was employed after this time, till the year 1720, when he was left, by ſir George, commodore of a ſmall ſquadron, conſiſting of three ſhips of fifty guns and a frigate, which were ordered to continue in the Mediterranean, for the protection of trade, after the departure of the main fleet. In 1724 he was appointed commodore of a ſmall ſquadron ſent to Jamaica. He died there, having his pendant on board the Dragon, the 15th of September 1725.

STANHOPE, Philip,—was the third ſon of the honourable Alexander Stanhope, only ſon to the right honourable Philip, earl of Cheſterfield*, by his ſecond lady,

* This family is of very great antiquity and honourable extraction. The learned Camden, in his account of Nottinghamſhire, mentions Shelford, the ſeat of the famous family of Stanhope, knights, whoſe ſtate and grandeur in thoſe parts is eminent, and their name renowned. In his diſcourſe on ſirnames, he obſerves "them to be denominated from a place of their own name, the town of Stanhope, near a foreſt ſo called, in Darlington Wapentake, in the biſhoprick of Durham, of which they might be owners, for it is certain their reſidence was in thoſe parts before they came into Nottinghamſhire, as is fully atteſted by Glover, Somerſet herald; Vincent, Windſor herald; Dodſworth, and others."——Collins.

Anne, daughter of ſir John Pakington, a privy-counſellor and favourite of queen Elizabeth. Captain Philip Stanhope was promoted to the command of the Haſtings frigate, as ſucceſſor to captain Charles Parſons, on the 7th of November 1704. Towards the latter end of the following year he was appointed captain of the Milford; in which ſhip we find him, in July 1706, ſerving, under ſir Stafford Fairborne, at the ſiege of Oſtend; and choſen by that commander to bear to England the news of its ſurrender.

He was ſent, not long after, to the Mediterranean, where, in the month of December, we find him employed under the command of captain Coney, as already related in our account of that gentleman. He continued in the ſame command during the remainder of his life; which exceſſive gallantry, added to a degree of fraternal love almoſt unequalled, rendered, alas! too ſhort. Frequent mention is made of him both in hiſtory and the private journals of officers more particularly connected with him in ſervice and command, as a very active, diligent, and intelligent officer; nevertheleſs it is needleſs to deſcend more into particulars, as theſe notices contain nothing more intereſting than being generally conducive to the eſtabliſhment of an highly-to-be-envied character.

Being left, in the month of Auguſt 1708, at Barcelona, under the command of captain Hubbard, by ſir John Leake, who had juſt before ſailed for Leghorn, it was determined, at a council of war held on board the Elizabeth, at the requeſt of the king of Spain, that the York and Milford ſhould aſſiſt in convoying the tranſports, which had on board lieutenant-general Stanhope and a ſtrong body of troops from Catalonia to Minorca. The reduction of this iſland was not only become a very favourite object with the king of Spain, but was alſo conſidered as likely to be moſt eminently conducive to the ſucceſs of the allied cauſe. General Stanhope, who commanded the land forces deſtined for this expedition, was the elder brother of this gentleman; and, as we have already remarked, the ties of conſanguinity appeared to encreaſe the thirſt of glory, and ſtimulated the latter to ſhare with the former in the danger, as, though a younger, he appeared a ſcarcely leſs ambitious candidate for fame and military glory. Attending the land-forces as a volunteer

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at the aſſault of the Spaniſh lines at Port Mahon, he there fell, in the hour of victory*, on the 17th of September, N. S. 1708.

STEWART, Honourable Charles,—was the fifth ſon of ſir William Stewart, of Aughentea and Newtown-Stewart, in the county of Tyrone. This gentleman was afterwards, on the 19th of March 1682, created baron Stewart of Ramalton, and viſcount Mountjoy of the kingdom of Ireland. Being zealouſly attached to the Proteſtant intereſt, although at the ſame time entertaining the higheſt ſentiments of true loyalty for king James as his rightful ſovereign, he undertook a journey from Dublin to Paris in the month of January 1688-9, in hopes of inducing that monarch to yield to the neceſſities of the times, by acceding to any equitable terms that ſhould be propoſed to him, and preventing thoſe evils of maſſacre and civil war with which the Proteſtants of that kingdom were then threatened by their Catholic brethren.

This noble lord's moderation and honourable intentions were, however, ill received and ill requited by James, who cauſed him, on his arrival in Paris, to be committed priſoner to the baſtile, where he remained confined till the year 1692. Being then releaſed, he attended king William to Flanders, and there loſt his life at the battle of Steenkirk. Charles, his fifth ſon, as already ſtated, was brought up to the ſea ſervice. Almoſt his very entrance into it was marked with misfortune, he having, in the year 1697, being then only ſixteen years old, and not having attained even the rank of lieutenant, loſt his right hand in action with a French ſhip off Dover. Being afterwards promoted to that rank, and having ſerved on board divers ſhips in that capacity with the higheſt reputation, he was, on the 1ſt of December 1704, made captain of the Falcon frigate. He was not long afterwards advanced to the command of the Panther; in which ſhip he ſerved, during the year 1706, on the Medi-

* Collins gives us, as the date of this event, September the 28th; and rear-admiral Hardy, in his liſt of naval officers, makes it to have happened on the 9th. The confuſion of ſtyles may, probably, have encreaſed this perplexity. Campbell is ſtill more erroneous, having aſſigned the month of October for the date of the enterpriſe itſelf, and the 28th for that of this particular event.

terranean

terranean ſtation, under ſir John Leake. We find no particular mention made of him till the month of October 1707, when he ſat as one of the members of the court-martial, aſſembled on board the Albemarle, for the trial of ſir Thomas Hardy. We have now a much longer interval during which no notice is taken of him, for we are totally ignorant of any circumſtances relative to him till the year 1715; when he was, in the month of October, elected repreſentative in parliament for his native county, Tyrone.

In 1720 he was appointed commander-in-chief of a ſquadron fitted out to cruiſe againſt the Salletines; and was at the ſame time nominated miniſter plenipotentiary to ſettle a treaty of peace with the emperor of Morocco *. He acquitted himſelf ſo well in the above employments, that,

* He publiſhed a relation of this embaſſy, and therein informs us, that he ſailed from England 24 September, arrived at Gibraltar 20 October, ſailed with his ſquadron to Tetuan bay 22 December, and there agreed to the articles of peace with the baſha of Tetuan, which were ſigned and exchanged 17 January 1720. On 3 July 1721 he arrived at Mequinez, and the 6th had his firſt audience of the emperor; when, delivering the articles of peace, he told him they were ſigned by the king his maſter; and deſired he would pleaſe to ſign a counterpart to carry to England. The emperor replied, his word was as effectual as his writing, but however he would do that to ſatisfy him; and giving the articles to his admiral, Al Hadge Abdelcader Peres (afterwards ſent ambaſſador to England) told the ambaſſador that he made him a preſent of nine Chriſtians for a breakfaſt, and he might chuſe which he pleaſed. On the 23d he had his ſecond audience; when the emperor ordered all the Engliſh captives to be drawn up in his palace, and told him he ſhould have all his countrymen; and then waving his hand to the captives, bid them go home with the ambaſſador into their own country. Whereupon they fell proſtrate, crying out, "God bleſs thy power," and were going out of his preſence; when the emperor cauſing them to ſtay, further ſaid, "that he loved the ambaſſador and all the Engliſh, becauſe he knew they loved him and his houſe; and that there ſhould not be an Engliſhman a ſlave in his empire, for he would ſet them all at liberty, in what part ſoever they were;" then waving his hand again to the captives they went away. And the ambaſſador returning the emperor thanks for the honour he had done him, told him, "that he ſhould always regard his intereſt when he was gone out of his dominions." To which the emperor ſaid, "that he ſhould then ſee how well he deſerved the preſent he had made him that morning; that he would not have him ſtay an hour in Mequinez." And wiſhing him ſafe into his own country, ſaid, ſeveral times, "God bleſs you;" and, turning his horſe,

that, in conſideration of his paſt ſervices, as well as the loſs of his hand, a penſion of 300l. a year, for life, was ſettled on him, December 14, 1725. Intelligence having arrived in England, towards the end of the year 1729, that rear-admiral St. Loe had died at Jamaica, commander-in-chief on that ſtation, Mr. Stewart was, on the 9th of December 1729, advanced to be rear-admiral of the blue, and ſent out thither, in the Lion, as his ſucceſſor. He returned to England about the year 1731; and on the 29th of June 1732, was appointed rear-admiral of the white. On the 26th of February 1733, he was conſtituted vice-admiral of the blue, and hoiſted his flag on board the Devonſhire, a third rate, as commander of a diviſion in a fleet, equipped in that year to reſtrain, by the terrors of war, thoſe depredations which the Spaniards had long been in the habit of committing. A temporary apology, and a vain promiſe of more pacific conduct averted the blow with which they were threatened, and prevented the fleet, as it is believed, from ever putting to ſea. In the following year, having hoiſted his flag on board the Edinburgh, of ſeventy guns, he ſerved as ſecond in command of the fleet under ſir J. Norris, which appears however, during that ſeaſon, never to have proceeded farther than Spithead. On March 2, 1735-6, he was advanced to be vice-admiral of the white; and on the 10th of February in the following year, was elected repreſentative in parliament for the town of Portſmouth. He retained this honourable ſtation till his death, which happened on the 5th of February 1740. He died unmarried.

TEATE, Matthew.—This gentleman entered into the navy immediately after the the revolution, and was at the latter end of the year 1692 appointed ſecond lieutenant of the Royal William; from which ſtation he was, in 1696, promoted to be firſt lieutenant of the ſame ſhip. We find nothing farther concerning him till his promotion, on the 21ſt of April 1704, to be captain of the Strombolo, ſuppoſed, from her name, to have been a fireſhip, but in which, contrary to the regulations of the navy at the pre-

horſe, galloped away with a lance in his hand, his guards running cloſe behind him. On the 27th he left Mequinez; and arriving at Tetuan 12 Auguſt, embarked there 296 Engliſh, being what were left alive (and had not turned Moors) of thoſe who had been taken in about ſeven years war.

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ſent day, he took rank, according to that date, as a poſt captain. We have not been able to procure any farther information relative either to the ſtations on which he was employed, or the different ſhips he commanded. He retired on a penſion, in 1711, as a ſuperannuated captain of a third rate, and is ſaid, by ſome, to have died on the 20th of March 1718; but others fix his deceaſe at a much earlier period.

TROTTER, John.—Nothing is known by us of this gentleman but that he was appointed captain of the Winchelſea on the 7th of February 1704, and is ſaid to have died in England ſometime in the year 1747. We meet with no mention made of him which induces us to believe he ever held any command after his firſt appointment.

1705.

BARTER, John.—This gentleman was appointed third lieutenant of the Warſpight in 1692. This appears to have been the firſt commiſſion he ever bore. He was, not long afterwards, promoted to be ſecond lieutenant of one of the firſt rates, and continued to ſerve in that ſtation during the remainder of the war. He was not advanced to the rank of captain till the 1ſt of May 1705, when he was appointed to the Goſport. He is ſaid to have been ſuſpended in the year 1706, on what account is not known; and no other information can be collected relative to him, that of his death excepted, which happened on the 13th of December 1708.

CASTLE, John,—was, on the 17th of September 1705, appointed captain of the Winchelſea frigate. This veſſel was, on the 6th of June 1706, captured by the enemy. The death of captain Caſtle, who gallantly, though fruitleſsly, exerted himſelf in the defence of his ſhip, contributed to enhance the misfortune.

COLEMAN, Robert.—Nothing is known of this gentleman previous to his being appointed, on the 25th of September 1705, captain of the Elephant ſtore-ſhip. He continued in this veſſel till the month of April following, when he was removed into a frigate. Notwithſtanding

we believe him to have been conſtantly in commiſſion during the remainder of queen Anne's reign, we have not been able to inveſtigate the particular ſervices in which he was engaged, or even the names of the different ſhips he commanded. We have been more fortunate after the acceſſion of king George the Firſt, but do not find him appointed to any ſhip till the year 1717, when he was made captain of the Cumberland, a third rate of eighty guns, ordered to be equipped for the Baltic as one of the fleet intended to be ſent thither under ſir J. Norris. It appears, however, a matter of doubt, whether captain Coleman actually proceeded on this ſervice, owing to the ſhip not being ready for ſea when the fleet was ordered to ſail.

In the year 1720 he commanded the Buckingham, of ſeventy guns, ſent on the ſame ſtation and under the ſame admiral, as he was again in the following year. The diſpute between the Ruſſians and Swedes being finally adjuſted by the treaty of Nieſtadt, the Britiſh fleet was diſmantled ſoon after its return to England; and captain Coleman had no other appointment till the year 1723, when he was re-commiſſioned to his old ſhip, the Cumberland, one of twelve ordered to be got ready for ſea, about the month of April. The cauſes of this armament remains a ſecret, which the adminiſtration of that day did not ever think fit to diſcloſe, nor the politicians of later times have deemed ſufficiently conſequential to attempt the developement of. Captain Coleman continued to command the Cumberland for ſome years, as, in 1726, we find him in the ſame ſhip accompanying ſir C. Wager to the Baltic, as captain to rear-admiral ſir George Walton, who commanded one of the diviſions of the fleet. When this armament returned to England, the Cumberland was ordered to Chatham and put out of commiſſion.

Captain Coleman was not, as we believe, appointed to any other ſhip till the month of July 1728, when he was made commander of the Naſſau, of ſeventy guns, one of the ſhips which the depredations and inſults of the Spaniards compelled the Britiſh government to keep always in a ſtate fit for immediate ſervice. During the early part of the enſuing year he appears, on account of ill health, to have quitted the above command: he however

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ſo far recovered, as to be enabled to reſume it in the month of June: but the formidable fleet which was collected at Spithead, under ſir Charles Wager, and was joined in the month of June by a Dutch ſquadron of nine ſhips of the line, beſides frigates and ſmall veſſels, never appears to have put to ſea. It certainly is no ſlender proof of the prudence and ſpirit of a government, when the terror of its arms prove ſufficient to avert the uſe of them. In the month of October the Naſſau, with eleven others that were among the largeſt ſhips, were ordered into port to be laid up.

Mr. Coleman does not appear to have ever held any commiſſion ſubſequent to the above time; and it is moſt probable that, on account of his age as well as his long ſervice, he retired ſoon after on a penſion: this circumſtance we are however not fully warranted in aſſerting. He died at Portſmouth on the 30th of November 1739.

FISHER, George,—was, as early as the month of December 1692, appointed third lieutenant of the Royal Oak, ſir George Rooke's flag ſhip during the enſuing year. After the return of that commander from the unfortunate ſervice of convoying the outward-bound Smyrna fleet, Mr. Fiſher was, through his intereſt and recommendation, advanced, in the rank of lieutenant, to be ſecond of one of the flag-ſhips, we believe his own. He was not promoted to the rank of captain till the 18th of January 1705, when he was appointed to the Tartar; in which ſhip he unhappily died on the 18th of Auguſt following.

GORDON, Thomas.—Having been unable to collect any particulars relative to this gentleman while he continued in the ſtation of a lieutenant, we muſt begin with his appointment to the Edinburgh, his commiſſion for which ſhip bears date November the 7th, 1705. The life of this gentleman is as barren of incident, and, conſequently, as unintereſting as that of any perſon who ever attained the rank of captain in the Britiſh navy. We are led to make this remark here, in juſtice to his character both as a man and officer, his ſubſequent conduct, after he had ceaſed to be a Britiſh commander, proving him well endued with all thoſe ſhining qualities neceſſary to conſtitute that of an able and worthy man.

Captain Gordon had, unhappily for himself and his country, imbibed principles and an attachment to the exiled houſe of Stuart, which were very properly deemed dangerous, and incompatible with his being continued in the Britiſh ſervice after the deceaſe of queen Anne. He then entered into that of the celebrated Peter the third, Czar of Muſcovy, who gave him the appointment of a vice-admiral, and ever continued to hold him in the higheſt eſteem; as did alſo the Czarina, his ſucceſſor. His opinion was always conſulted in affairs of moment; and he had invariably the ſatisfaction of finding his advice followed, not only to the advantage of his new friends, but, without, in any degree, exciting their diſapprobation. Of this a ſingular proof was given in the year 1726, when a Britiſh fleet was ſent into the Baltic, under the command of ſir Charles Wager. The court of Ruſſia was exceedingly irritated at its appearance, and was, as it is ſaid, reſolved to hazard an action, rather than endure its continuance there. Vice-admiral Gordon, however, very wiſely repreſented to the council, that the Ruſſian fleet was by no means in a condition to venture an engagement with that of Great Britain, and orders were conſequently given for laying it up, and ſecuring it in the beſt manner poſſible from being inſulted. The time of his death is unknown, as we find no mention whatever made of him after the above event.

GRAY, William.—This gentleman is to be noticed only as having been appointed captain of the Winchelſea on the 29th of April 1705.

HICKS, Edmund,—is no where mentioned till his appointment, on the 18th of March 1705, to be captain of the Adventure*; nor have we been able to procure any other information concerning him, except that he died commander of the Crown on the 25th of September 1708.

JONES, William, — was appointed a lieutenant before the revolution; and after a progreſſive promotion in that rank was, about the end of the year 1692, made firſt lieutenant of the Cornwall, a third rate of eighty guns, one of the ſhips belonging, during the whole

* He continued to command the above-mentioned ſhip during the following year; and in the month of July was ordered, with captain Richard Leake, in the Tartar, to convoy the trade bound to Hamburgh. On their return from thence they captured a ſmall frigate, mounting twenty-four guns, called the Child's Play.

war,

war, to the main fleet. He was not promoted to the rank of captain in the navy till the 15th of February 1705, when he was appointed to the Dunwich. In conſequence of ſome irregularities in the line of ſervice he was tried by a court-martial, held in the river Medway, on the 18th of December 1705, and fined three months pay. Being afterwards made captain of the Winchelſea, and ordered to the Weſt Indies, he died at Barbadoes on the 29th of Auguſt 1707.

KESTLE, or KISTAL, Francis,—was, on the 12th of December 1705, appointed captain of the Kinſale; and being ſent to the Weſt Indies, died there on the 19th of December 1706.

LEAKE, Richard,—was the only ſon of admiral ſir John Leake. The editor of the father's life has taken rather uncommon pains to blacken the character of his ſon, whether influenced by a rigid regard to truth, or in gratitude to the memory of ſir John, for having left the reverſion of his whole eſtate to captain Martin Leake, after the death of that ſon, we cannot pretend to determine. Be that, however, as it may, we cannot help thinking it would have been, at leaſt, more decent to have ſuppreſſed many of the remarks there made, than to have wantonly brought them forward, as he has done, to the notice of the public.

Captain Leake having entered early in life into the navy, under the auſpices of his father, was, at the age of twenty-four years, appointed, on the 24th of Auguſt 1705, to the Tartar frigate. In this ſhip he continued a conſiderable time, but employed only in the undiſtinguiſhed ſervices of cruiſing, and occaſionally convoying merchant-ſhips to and from the Baltic, and Hamburgh. In one of theſe expeditions, as has been juſt related in the life of captain Hicks, he had the good fortune, in company with that gentleman, to capture a French frigate of twenty-four guns. The ſervices in which he continued to be employed during the whole of his life, appear to have been all of the ſame unnoticeable kind, for we never find his name occur, either in public hiſtory or in any private memoir. Mr. Leake, in his life of ſir John, obſerves, that in a very few years he got more money by prizes, than his father did in the whole courſe of his life. He in all probability was a young man extremely prone

to diſſipation, careleſs both of the honour of his profeſſion and his own intereſt: nevertheleſs we cannot but think this information, conſidering the degree of connexion which ſubſiſted between the families, comes with a very bad grace from Mr. Leake, who takes occaſion to obſerve, with much apparent aſperity, that captain Leake was, unhappily, of ſuch a natural bad diſpoſition, that he ſeems to have been born to afflict his father, ſir John. He adds a very ridiculous tale, that his grandfather caſt captain Leake's nativity at his birth, and pronounced he would be very vicious, very fortunate, and very unhappy. He obſerves, that without concerning himſelf with the truth or falſehood of aſtrological prognoſtics in general, this prediction was remarkably fulfilled; for that while ſir John was gaining never-fading laurels, his ſon was countermining his reputation by inglorious actions; and, to finiſh the man, married diſgracefully: ſo that his father, who had retired from the world to paſs the remainder of his life in eaſe and tranquillity, was diſcompoſed by his ſons repeated follies; who, by this time, having ſpent his all, depended upon him for ſupport. Peace be to his aſhes; may his follies and extravagancies be buried in oblivion. Death put a period to them, and his life, on the 24th of February 1719-20.

MAN, Thomas,—was, on the 1ſt of November 1705, appointed captain of the Briſtol *. No other mention is made of him, except that he died in England on the 19th of April 1719.

PADDON, George,—was, in 1693, appointed ſecond lieutenant of the Archangel, an hired ſhip of war, mounting forty-eight guns, ſent in the above year with a convoy to Virginia. We have no other intelligence relative to this gentleman till we find him, in 1703, commander of the Veſuvius fireſhip. In this veſſel he had the misfortune to be wrecked, being driven from his anchors at Spithead, on the 26th of November, in that tremendous tempeſt, uſually denominated the Great Storm. The

* He was tried by a court martial, at Sheerneſs, on the 21ſt of October 1712, and adjudged to make ſatisfaction to the queen, by paying for a quantity of proviſions which he had diſpoſed of at his own pleaſure, and to the purſer of the Portſmouth, which ſhip he then commanded, for ſome he had cauſed to be improperly and irregularly expended.

ſervices

ſervices in which he was for a ſeries of years concerned were ſo trivial, that we do not find any mention whatever made of him till the year 1711, when he commanded the Windſor of ſixty guns, on the New England ſtation. He appears, while thus employed, to have been particularly active and fortunate, having captured many very conſiderable and valuable prizes; one of them a French ſhip of war, called the Thetis, mounting forty-two guns*. He was taken from this ſhip, in the month of Auguſt, by ſir Hovenden Walker, commander-in-chief of the armament deſtined againſt Quebec, to command the Edgar of ſeventy guns, the flag ſhip, under him during the above-mentioned expedition. The melancholy cataſtrophe which put an end to it has been already deſcribed at full; and that very misfortune afterwards proved the cauſe of captain Paddon's own diſmiſſion from the ſervice.

We cannot help thinking, to ſpeak candidly, that ſir Hovenden himſelf, in his account of the diſaſter alluded to†, inſinuates a kind of impropriety in captain Paddon's conduct on that occaſion; but it is alſo certain, that the degree of culpability, if any, was deemed ſo trivial as to render any enquiry into his conduct unneceſſary. On his return from the Weſt Indies he was appointed to ſome other ſhip of the line, and ordered for the Mediterranean, where we find him, in 1713, commodore and plenipotentiary to the emperor of Morocco, for the purpoſe of renewing the truce with Great Britain, which was then on the point of expiring. He appears to have acted in this very delicate buſineſs with all the warineſs of a politician happily united with the true gallant ſpirit of a Britiſh commander. A negociation for peace is, as it is well known, more difficult to be concluded and carried into effect with the Moors, than with any other people in the univerſe; a thouſand arts and ſubtleties are practiſed as the complexion of their affairs appears to ſuggeſt; nor could, particularly at the time of which we are now ſpeaking, any certainty be had of the concluſion and ratification of a treaty, except neceſſity compelled it.

* "I found at Boſton the Windſor and Weymouth, having brought in a French man of war of two and forty guns and three hundred men, taken by the Windſor, which ſhip I ordered to proceed with me on the expedition."——Sir H. Walker's Letter.

† See vol. ii. p. 461.

Captain

Captain Paddon appears to have been perfectly aware of the genius and temper of the people with whom he was to negociate, for the Moors, under pretence that the truce was expired, having ſeized a ſmall Engliſh veſſel at Oran, he immediately ordered the ſhips of his ſquadron to make repriſals, a conduct which quickly brought them into a more pacific temper. The terms of the peace appear to have been adjuſted and finally concluded in the month of March following, the emperor having, as a ſubſtantial proof of Mooriſh friendſhip, given orders for the releaſe of ſixty Engliſh captives, which had unhappily fallen into the hands of his corſairs. He continued on the ſame ſtation for a conſiderable time after this; and ſir James Wiſhart being, in the month of December 1713-14, ſent to take the command on the above-mentioned ſtation, captain Paddon continued to ſerve under him as long as that admiral remained there himſelf.

On the acceſſion of king George I. and the very extenſive diſmiſſion of perſons holding employments, as well civil and military, which took place in conſequence of it, captain Paddon, together with his commander-in-chief, was recalled from the Mediterranean. His former misfortune, for it ſcarcely deſerved a term more harſh, was now converted into a ſerious offence and crime; and, after having paſſed unnoticed for ſuch a length of time, it was ſubjected to the opinion of a court-martial, the members of which thought it incumbent on them to ſentence him to be diſmiſſed the ſervice. On the treatment of ſir Hovenden, his admiral, at the time alluded to, we have already taken occaſion to animadvert ſufficiently; and the rancorous animoſity with which men, who were unhappy enough to be of one particular party and perſuaſion were purſued, would induce us to wonder but little at even a more flagrant violation of the forms of juſtice, or rather of its principles, than that we here allude to.

Captain Paddon, after his diſmiſſion, went into the ſervice of Peter the Third, ſurnamed the Great, Czar of Muſcovy, and died in that country, as it is ſaid, early in the year 1717.

PETERBOROUGH, Charles Mordaunt, Earl of,—is entitled to a place here from his having been, in the year 1705, appointed, with ſir Cloudeſley Shovel, joint admiral

admiral of the fleet ordered for the Mediterranean. Amphibious as were his ſervices, the commiſſion juſt ſtated will, probably, clear us from the reproach of inconſiſtency and impropriety, in inſerting his name among naval commanders. On his anceſtry, and the events of his early life, we have little occaſion to be diffuſe, as well becauſe it has been ſufficiently enlarged upon by others, as that, from the peculiar circumſtances attending his command, we do not apprehend ſuch an account at all conſiſtent with our preſent plan.

Suffice it therefore briefly to ſay, that the firſt of this family, noticed by hiſtorians or heralds, was Oſbert le Mordaunt, a Norman knight, poſſeſſed of Radwell in Bedfordſhire, by the gift of his brother, which he himſelf had received of William the Conquéror for his own ſervices, added to thoſe of his father at the time of the Norman invaſion.

Charles, of whom we are now to give ſome account, was the third earl of Peterborough—his grandfather, John, having been advanced to that dignity on the 9th of March 1627-8. He appears, indeed, to have had a predilection in favour of the naval ſervice, having, in his early youth, accompanied ſir John Narborough and vice-admiral Herbert to the Mediterranean, where he continued during the wars with the different piratical ſtates on the coaſt of Barbary. On the 4th of June 1680, he embarked as a volunteer, with the earl of Plymouth, for Africa, and very much diſtinguiſhed himſelf at Tangier at the time it was beſieged by the Moors. This noble perſonage and his uncle, who was at that time earl of Peterborough, were of very different perſuaſions and principles both in religion and politics, the latter having always been the ſtrenuous adherent to king James, to whom he is ſaid to have carried his attachment ſo far, as to have been reconciled to the church of Rome*; while the former conſtantly appeared equally zealous in ſupport of that

* A conduct which occaſioned a reſolution of the houſe of commons, ſoon after the acceſſion of William and Mary, that he ſhould be impeached, "for departing from his allegiance, and being reconciled to the church of Rome." This, however, was afterwards dropped.

ſyſtem

ſyſtem which produced the revolution. Being conſequently very uneaſy under the government of James, after having ſtrenuouſly oppoſed the repeal of the Teſt Act in the houſe of peers, he thought it moſt prudent, as well as moſt ſatisfactory to himſelf, to withdraw from a court, whoſe meaſures he at that time found it in vain to oppoſe, and retire to a country where he could live under a government more congenial to his ideas and wiſhes. He therefore ſolicited from his natural ſovereign, James, permiſſion to enter into the ſervice of his ſon-in-law, the prince of Orange, which the former, no doubt ſecretly pleaſed at ſo good an opportunity of getting rid of a powerful opponent, moſt readily granted.

Soon after his arrival in Holland, which was early in the year 1687, he was appointed commander of a Dutch ſhip of war, mounting forty-eight guns, called the North Holland, and ſent commodore, or admiral, of a ſmall ſquadron of ſhips of that nation, to the Weſt Indies. It does not clearly appear what was the intended object of this armament; that which is moſt apparent and probable is, that it was ſent thither to try the temper of the Engliſh colonies, and their attachment to the then reigning ſovereign. The pretended object, indeed, was, a quantity of treaſure, which many adventurers, particularly a company, or ſociety of Engliſh, with the duke of Albemarle, then governor of Jamaica, at their head, were endeavouring, and with ſome ſucceſs, to recover from a Spaniſh wreck. Into this money-hunting project the Dutch pretended to enter, and the Engliſh nation eaſily truſting to the truth of the avowed object of an expedition, which appeared ſo perfectly congenial to the natural genius of their neighbours, readily gave the credit to their pretended intentions. Lord Mordaunt, as he was then called, does not appear to have concerned himſelf any farther than merely by requeſting of ſir J. Narborough, at that time the Engliſh commander-in-chief in the Weſt Indies, and actually employed on the ſame errand, his permiſſion to ſend two or three officers to ſee the wreck. This requeſt was readily granted him *, and he ſoon afterwards returned to Holland.

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* His proper title was viſcount Mordaunt, of Avalon, in the county of Somerſet.

On his arrival there, the project of the revolution had nearly ripened into execution; and Burnet, in the hiſtory of his own times, mentions his lordſhip as one of the perſons admitted to the moſt ſecret councils of the prince of Orange, who placed, on all occaſions, a moſt implicit confidence in his advice. He accompanied his highneſs to England in the month of November; and having been, as it is ſaid, highly inſtrumental to the ſucceſs of the expedition, was, on the acceſſion of king William and queen Mary, ſworn of their privy council, and made one of the lords of the bed-chamber to his majeſty *. The occurrences of this noble lord's life having had no connexion with naval affairs during the reign of king William, we ſhall content ourſelves with filling up this interval with part of the account given of him by Collins.

"In order to enable him to attend the coronation of their majeſties, as an earl, he was, on the 9th of April 1689, advanced to the dignity of earl of the county of Monmouth, having the day before been conſtituted firſt lord commiſſioner of the treaſury; and, on the 30th of May in the ſame year, lord lieutenant and cuſtos rotulorum of the county of Northampton." We muſt beg leave to rectify a ſmall miſtake committed by Collins, who informs us he continued firſt lord commiſſioner of the treaſury till the month of May 1694: the fact is, he quitted the ſtation

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"My ld Mordant arrived here in a Holland ſhip of 44 guns, called ye North Holland. Ye 22 Febry he ſaluted his mats coulers wth 9 guns. He was friendly, and deſired his divers, or ingeners, might ſee ye wreck, which they did, and could not take up any money. He ſtayed ſeaven days, and departed unto Samana, where he left 2 great Holland ſhips. They were wholly unprovided to worke this wreck. I heare yt he hath ſent away ye 2 Holland ſhips unto Holland: a ſloop met them at ſea, ſtanding to the northward, in ye latte 24 d. ye beginning of this month. He ſailed from Samana 8 days ſince, towards Porto Rico."——Extract of a private letter from ſir John Narborough to the lord Falkland, dated on board his majeſty's ſhip Foreſight, at anchor near the wreck, April the 14th, 1688.

* In another place we have the following account of his lordſhip's conduct on this occaſion.

"He was one of the few peers who came over with the prince of Orange at the revolution, commanding the Engliſh raiſed in the weſt, upon the deſcent, having completed his regiment in a few days, holding much correſpondence with the prince in order to his expedition."

juſt

juſt mentioned on the 18th of March 1690-1, and was then ſucceeded by ſir J. Lowther. "In conſequence of an addreſs preſented by the lord mayor and aldermen of the city of London to his majeſty, he was commiſſioned to command the royal regiment of horſe, which the city had raiſed for the public ſervice, of which his majeſty was graciouſly pleaſed to be colonel: and their majeſties, the prince and princeſs of Denmark, with the lords ſpiritual and temporal, having accepted of the invitation of the lord mayor, aldermen, &c. of the city, to dine at Guildhall, on Oct. 29, 1689, the royal city regiment of volunteer horſe, richly and gallantly accoutred, led by the earl of Monmouth, attended their majeſties from Whitehall into the city. In 1692 his lordſhip made the campaign in Flanders under king William." After this time Collins makes no mention of him till the year 1702; but we have to obſerve, that by the death of Henry, ſecond earl of Peterborough, on the 19th of June 1697, his lordſhip ſucceeded to that title, by which, as being the more ancient, he was always afterwards known.

Soon after the acceſſion of queen Anne it was propoſed to ſend his lordſhip to the Weſt Indies as captain-general and governor of Jamaica, as well as commander-in-chief of the fleet and troops afterwards ſent thither under commodore Walker, when the fleet was on its return from Cadiz. But this intention was laid aſide, and the earl was not called into public ſervice till the year 1705, when he was appointed, with ſir Cloudeſley Shovel, joint-admiral and commander-in-chief of the fleet ſent to Spain. His eminent ſervices in that kingdom are almoſt too notorious to need repetition. The editor of the life of ſir John Leake has, indeed, taken uncommon pains to be ſomewhat more than ſervere on his lordſhip, and aſſerts rather boldly, that he endeavoured to divert the attention of the allies from Barcelona, and transfer their attack to Italy. "This (adds he) was a very early attempt to influence the fleet, by means of land councils, from the ſervice of the king of Spain, for which they were principally deſigned; and a flagrant inſtance of the folly, if not treachery, in appointing lord Peterborough joint-admiral, but it was very happy the SEA admirals were ſo honeſt as to be governed by their own councils." The ſame author ſoon afterwards admits,

mits, that in a council of war the earl alone voted for the attack, in oppoſition to the opinion of all the general officers.

The enterprize in queſtion being at laſt reſolved on, its glorious termination is well known to all; and notwithſtanding the author above-quoted inſiſts that the earl took all the pains in his power to obſtruct the councils, yet he is reluctantly, as it were, compelled to admit, that his ſpirited conduct in putting himſelf, immediately after the prince of Heſſe fell, at the head of the detachment which, under the command of his highneſs, had ſtormed fort Montjoui, or Montjuich, had principally cauſed the ultimate ſucceſs of the aſſault. His gallantry on this occaſion was, indeed, eſtabliſhed by a teſtimony, not to be overturned by the bare aſſertion and inſinuation of an hiſtorian, ſingular encomiums being beſtowed on his lordſhip's particular behaviour in the account publiſhed by authority, which may be found in the Gazettes, No. 4164 and 4167, the length of which prevents us from tranſcribing them.

The earl appears to have quitted his naval command during the winter, and to have confined himſelf to the exerciſe of his land function of general, in which he diſplayed ſingular adroitneſs as well as gallantry, having, with a force almoſt contemptible, when compared with that of the enemy, not only kept them completely in check, but obtained ſeveral conſequential advantages over them, and in particular having almoſt entirely ſubdued the kingdom of Valentia. The firſt operation of the enemy in the enſuing ſpring, was the attack of Barcelona; and in the hope of re-poſſeſſing themſelves of it by a coup de main they made it in a manner totally unprecedented and unjuſtifiable, on the ſcore of military prudence. They left Lerida and other conſequential towns behind them, unaſſaulted; a conduct which, although perhaps the moſt impolitic they could have purſued, was ſuch, nevertheleſs, as completely deceived the earl of Peterborough, and enabled them to carry the firſt object of their expedition into execution, and inveſt the city in form. This event was totally unlooked for by his lordſhip, who uſed exertions almoſt incredible for its relief: he collected, with the utmoſt expedition, a corps of near three thouſand

ſand men in Valentia, and in deſpite of the formidable army of the beſiegers, ſucceeded in throwing a very conſiderable part of them into the town, which, till then was, owing to the kind of ſurprize already ſtated, very thinly garriſoned. With the remainder, which conſiſted chiefly of Miquelets and irregular troops, he took poſt in the mountains, from whence, by ſallies and deſultory ſkirmiſhes, he daily harraſſed the enemy and impeded their attack. At length the combined fleet arrived, the communication with the city by ſea being conſequently open *, the earl went immediately on board, and taking the command of the troops that were conveyed thither by it, landed the ſame afternoon at their head.

The event might eaſily have been foreſeen, the enemy raiſed the ſiege with the utmoſt precipitation in a few days afterwards, abandoning all their artillery and ſtores, together with their camp itſelf, in which was found ſo immenſe à depot of ammunition, and every other neceſſary requiſite for a ſiege, that it was wittily ſaid by the victors, their enemy had left them ſuch a booty to make them ſome amends for the trouble and anxiety they had fruitleſsly occaſioned them by their vain and ill-conducted attack.

The author of ſir John Leake's life has, according to his wonted cuſtom, taken wonderful pains to depreciate the ſhare borne by his lordſhip in this affair, and at the ſame time to attribute the entire cauſe of its happy iſſue to the conduct of ſir John Leake, who commanded the fleet ſent on the above ſervice from England. Here alſo, as well as in other inſtances, relative affection and prejudice appear to have hurried his zeal beyond that prudential attention to candour and impartiality no hiſtorian ought

* "Soon after the earl of Peterborough came off in one of the country boats, and about ten o'clock came into the fleet, bringing with him ſeveral ſmall Spaniſh barks, in which he had embarked 12 or 1400 land-men, to throw them, under the protection of the fleet, into the city. His lordſhip, though he aſſumed no command, went on board the prince George and hoiſted the union flag, ſir John keeping his flag ſtill flying; and about two o'clock they came into the road of Barcelona, when my lord ſtruck the union flag and went on ſhore. In the afternoon, when the fleet arrived, all the forces were landed."
Ext. from Leake's Life of Sir John Leake.

ever

ever to loſe ſight of. Without the ſmalleſt intention of depreciating ſir John Leake's high merit in the part he bore in the foregoing tranſaction, we cannot help inſiſting on the juſt claim the earl alſo has, on his part, to popular eſteem *. Mr. Leake ſpeaks very contemptuouſly and coarſely of his conduct during the ſiege, and deſcribes him to have been, what he calls, ſkulking in the mountains; but it is to be obſerved, that by that very politic meaſure the ſiege was much more effectually protracted than it could have been by his throwing himſelf into the town, and endeavouring to aſſiſt in its defence, with the irregular, ill-diſciplined troops he commanded, which were not in any degree fit for any other ſervice than that of a flying war.

A variety of curious and entertaining anecdotes are related of this nobleman's exploits during the above period: as they are, however, totally irrelative to his naval conduct, and would lead us to a detail we do not feel ourſelves juſtified in entering into, we ſhall content ourſelves with briefly remarking, they uniformly diſplay to us the character of a conſummate warrior and a moſt gallant man. Mr. Leake's antipathy to his lordſhip is clearly occaſioned by his having *unfortunately* been honoured, by queen Anne, with the appointment, very uncommon indeed for a land officer, of joint-admiral with ſir John Leake. This has been deemed by Mr. Leake more derogatory to his relation's honour than, in all probability, that relation himſelf thought it; and no poſſible pains have been ſpared to deteriorate his lordſhip's conduct, as a puniſhment for his having enjoyed his ſovereign's favour †.

Barcelona being ſecured, the earl returned into Valentia; but owing to the unaccountable dilatorineſs of king Charles, who, inſtead of proceeding inſtantly to Madrid, of which poſſeſſion had been taken by the earl of Galway, the opportunity was loſt of reducing all Spain to his obedience without a blow. Every honeſt effort of the earl

* The ſucceſs of this expedition was undoubtedly to be attributed to the united exertions of both theſe brave men; and as both ſo eminently diſtinguiſhed themſelves, it would be highly derogatory to the intrinſic merit of either, to attempt building or exalting the fame of one by the wretched project of undermining the reputation of the other.

† See the life of ſir John Leake, page 208, et ſeq.

of Peterborough, to extricate him from the enthralment and ſupineneſs into which the intrigues and artifices of the prince of Lichtenſtein, and other Germans immediately about his perſon had plunged him, was fruſtrated; and the whole of thoſe exertions which had been made for his ſervice, both by the Britiſh nation and other powers that adhered to his intereſt, were conſequently thrown away.

The earl was in all probability induced, by this mortifying behaviour in the king, to quit Spain before the end of the campaign; but ſome perſons, who have pretended to an extraordinary knowledge and political diſcernment, as well as to be better acquainted than their neighbours with thoſe ſecret ſprings which influenced the conduct of great men about that time, have aſcribed it to the inordinate ambition of the earl, who could not brook ſerving under the earl of Galway who was an older officer, and had headed that part of the army which had marched from Portugal. We cannot help briefly remarking, that ſuch conduct is by no means conſonant to that degree of magnanimity the generality of mankind admit the earl to have poſſeſſed. He returned to Spain in a few months afterwards, but does not appear to have, in any degree, interfered with the command of the army, otherwiſe than by offering his beſt advice as to the meaſures moſt proper to be purſued for the general advantage of the common cauſe. In the month of April he again departed for Italy, being appointed envoy to the duke of Savoy from king Charles, who was probably glad of ſo good an opportunity of getting rid of ſo faithful, though diſagreeable a monitor. On his paſſage he very narrowly eſcaped falling into the hands of the enemy, the Reſolution; on board which he had embarked, which ſhip was at that time commanded by captain Mordaunt, his youngeſt ſon, being attacked by a ſquadron of ſix ſhips of war, and afterwards deſtroyed by her commander's own order, merely to prevent her being captured.

The earl, however, being at that time engaged in a ſervice very different from that of fighting, had the prudence and the good fortune to effect his eſcape, which he did by getting on board the Enterprize frigate, in which he paſſed in ſafety to Oneglia. After this time he ceaſed to have any concern with naval affairs; and

we ſhall therefore content ourſelves with inſerting beneath, an account, extracted from Collins, of the leading particulars of his life *.

The

* "His driving the duke of Anjou, the late Philip V. king of Spain, and the French army out of Spain, which conſiſted of 25,000 men, though his own troops never amounted to 10,000; the poſſeſſion he gained of Catalonia, of the kingdoms of Valencia, Arragon, and Majorca, with part of Murcia and Caſtile, giving opportunity to the earl of Galway of advancing to Madrid without a blow, are undeniable proofs of his great valour, prudence, and conduct in military affairs. His wonderful vigour in the execution of thoſe, and ſeveral other actions during the war, ſurprized moſt men at that time, for which ſervices he was declared general in Spain by king Charles III: and that war being looked on as likely to be concluded, he received her majeſty's commiſſion for ambaſſador extraordinary, with powers and inſtructions for treating and adjuſting all matters of ſtate and traffic between the two kingdoms. Whatever were the cauſes of his being recalled from Spain, it is certain that our affairs there, were ſoon after in a very ill condition, by the loſs of the battle of Almanza, on April 25, 1707, N. S. Rouvigny, earl of Galway, then commanding the Britiſh troops. The earl of Peterborough came to the duke of Marlborough's camp at Genap, on Auguſt 22, when he left the camp at Soignes, in his journey to Holland, there being then little appearance but the remainder of the campaign would be as inactive as the preceding part of it. I ſhall farther take notice, that on his return to England, having brought on the examination of his conduct in parliament, after the ſtricteſt enquiry, there were no objections made to any part of his behaviour, but all his actions appeared ſuitable to the dignity of his character—the houſe of peers voting, Jan. 12, 1710-11, that, during the time he had the command of the army in Spain, he performed many great and eminent ſervices, for which he had the thanks of their houſe; and the lord chancellor expreſſed himſelf in the ſtrongeſt terms. In his ſpeech to him he ſaid, there was no enquiry into the nature of any ſervice upon a more mature deliberation, or with greater juſtice, than at this time to his lordſhip. Such (added he) is your lordſhip's known generoſity and truly noble temper, that I aſſure myſelf, the preſent I am now offering to your lordſhip is the more acceptable as it comes pure and unmixt, and is unattended with any other reward, which your lordſhip might juſtly think would be an alloy to it.

"My lord,

"Had more days been allowed me than I have had minutes, to call to mind the wonderful and amazing ſucceſs which perpetually attended your lordſhip in Spain (the effect of your lordſhip's perſonal bravery and conduct) I would not attempt the enumerating your particular ſervices, ſince I ſhould offend your lordſhip by the mention of ſuch as I could recollect, and give a juſt occaſion of offence to this honourable

The character and conduct of this noble earl having been the ſubject of much panegyric and abuſe, it may be thought incumbent on us to ſay a word in ſupport of one or the other; but they have been both carried to a much

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nourable houſe, by my involuntary omiſſion of the far greater part of them.

" Had your lordſhip's wiſe counſels, particularly your advice at the council of war in Valentia, been purſued in the following campaign, the fatal battle of Almanza, and our greateſt misfortunes, which have ſince happened in Spain, had been prevented, and the deſign upon Toulon might have happily ſucceeded.

" I ſhall detain your lordſhip no longer than, in obedience to the order I have received, to return your lordſhip, as I do, the thanks of this houſe, for your eminent and remarkable ſervices to your queen and country, during your command in Spain."

His excellency's anſwer.

" My lords,

" For the great honour and favour I have received from your lordſhips, I return my moſt humble thanks, with a heart full of the trueſt reſpect and gratitude. No ſervice can deſerve ſuch a reward. It is more than a ſufficient recompence for any paſt hardſhips, and to which nothing can give an addition. I ſhall endeavour, in all my future actions, not to appear unworthy of the unmerited favour I have this day received from this great aſſembly."

" In the year 1710 and 1711, he was employed in embaſſy to the court of Turin, and other Italian courts, on ſpecial affairs; and on his return to England was, on Dec. 22, 1712, made colonel of the royal regiment of horſe guards, then vacant by the death of Richard, earl Rivers; being alſo general of the marines, and lord lieutenant of the county of Northampton, he was inſtalled at Windſor, on Aug. 4, 1713, a knight companion of the moſt noble order of the garter. In November following he was ſent ambaſſador extraordinary to the king of Sicily, as well as to negociate affairs with other Italian princes, where he continued till the queen's death, and did not return till April 2, 1715.

" In the reign of George I. he was conſtituted, May 25, 1722, general of all the marine forces in Great Britain; and on Oct. 22, 1727, he had the ſame commiſſion from his late majeſty.

" His lordſhip married Carey, daughter to ſir Alexander Fraſer, of Dotes, in the ſhire of Mearns, in Scotland; and by her (who died on May 13, 1709, and was buried on the 20th of the ſame month, at Turvey, in Bedfordſhire) had two ſons, John and Henry; and a daughter, Henrietta, married to Alexander Gordon, ſecond duke of Gordon in Scotland.

" He married to his ſecond wife A.D. 1735, Anaſtaſia Robinſon: and going to Liſbon for the recovery of his health, died there Oct. 25, that year, aged 77, and was buried at Turvey."

greater

greater extent than either reaſon or propriety could dictate or warrant, his advocates having exalted him into a perſonage rather more than human, while his enemies, on the other hand, endeavour to degrade him ſomething below the level of any man who ever held a military command, though of the moſt inferior kind. To diſputants ſo prepoſſeſſed, and at the ſame time ſo violent in their antipathies and friendſhips, little can be ſaid, becauſe prejudice dimming the eye of reaſon and candour, prevents it from attending to that true ſtatement which is the reſult of cool diſpaſſionate inveſtigation. Thoſe, however, who are unbiaſſed in their opinions, who are no farther intereſted in the poſthumous applauſe paid to his memory, than by an honeſt wiſh to do juſtice and to reward merit, will certainly diſcover many brilliant points in his character which the moſt inveterate malice of his enemies cannot debaſe; and, on the other hand, they may refuſe their unqualified aſſent and belief of many particulars which thoſe who were his particular favourers would have inſiſted it to have been a ſpecies of treaſonable infidelity to have even doubted.

Some have been enthuſiaſtic enough to aſſert he carried his attachment, to the cauſe and perſon of king Charles, to ſuch a romantic height, as to have nearly ruined his private fortune in ſupport of the war; and, but for his very extraordinary exertions in this particular, the project of annexing the crown of Spain to the houſe of Auſtria, muſt have been given up long before it was. On the contrary, there are not wanting thoſe who inſiſt his abilities, as a warrior, were far from being of the moſt ſplendid kind; that liberality was by no means to be numbered among either his virtues or his failings; and his ſpirit of enterprize never went a ſtep farther than where the applauſe, likely to accompany it, ſerved to pleaſe his vanity or feed his ambition; that impatient of the ſmalleſt control, he deſerted the intereſt of his country when he ceaſed to be idolized by it, and marred every plan of operations in which he was not ſuffered to act as ſupreme. Clouded however as his great and brilliant name may be by ſome of thoſe trivial failings, to whoſe attacks human nature is perpetually expoſed, few perſons will be harſh enough to deny him the character he appears to have

very juſtly deſerved, of an able commander, a ſincere friend, and an honeſt man.

SAUNDERS, Sir George,—is no where mentioned in any naval manuſcripts, or liſts, till the 11th of January 1705, when he was appointed captain of the Shoreham *. In this veſſel he did not long continue, being in a few days removed into the Seaford, a frigate of the ſame force as the former, and ſent as a ſtationed ſhip into the Iriſh ſea. He returned back into the Shoreham in the month of April, and continued to be employed as above-mentioned for three or four years, not improbably till near the end of the war. While thus occupied, he diſplayed conſiderable activity and merit in the only line the nature of the ſervice permitted him, having been ſingularly fortunate in the capture of a number of privateers, who very much infeſted that coaſt. But no other mention being ever made of him during the remainder of the war, it is moſt pro-

* He was, however, ſome conſiderable time before this, appointed acting captain of the Seaford frigate, as we have the following account of him in a letter from Dublin, dated March 9, 1708, inſerted in the Gazette, No. 4002.

"On the 4th inſtant came into this harbour the Jane ketch of this port, Robert Irwin maſter, from Lisbon, laden with wine and fruit, and gave advice that he had been taken on the 2d, off Wicklow, by a French privateer of eight guns and fifty men, monſieur Pervine commander, belonging to St. Malo's, and had ranſomed his ſhip for 395 l. whereupon his grace the lord lieutenant immediately ordered captain Saunders, in his majeſty's ſhip the Seaford, and the Charlotte yacht, captain Breholt commander, (having forty landmen on board) to go in queſt of the privateer. The 5th, by break of day, they ſailed to the ſouthward, and went out at Wicklow ſwatch. About noon the man of war ſpied a ſail, which he immediately chaſed. About one o'clock they ſaw a ſecond ſail; and captain Saunders concluding them to be the privateer and a prize, having ſeen boats paſs between them, made all the ſail he could after the privateer; and about four in the afternoon came within ſhot of him, both rowing, there being but little wind. The privateer ſteered to the Welſh coaſt; and a gale ariſing at W.N.W. about eleven at night the privateer got into Carnarvon bay, and the man of war came ſo near him as to ſhoot his fore-maſt by the board; and after having fired a broadſide, ſent his boat on board and took him, and the 7th, at night, brought him into this bay."

He continued on the ſame ſtation for a conſiderable ſpace of time after this, principally employed in convoying the trade between England and Ireland.

bable

bable he never had the good fortune to meet with any of thoſe opportunities of diſtinguiſhing himſelf, through which he afterwards very honourably procured ſo much celebrity and popular favour.

His firſt introduction, as it may be called, into notice, was effected through that great and eminent commander Sir George Byng, who having obſerved in him all thoſe qualities which he thought neceſſary for a man holding that ſtation to which he procured his appointment, nominated him for his firſt captain at the time he took the command of the fleet ſent to the Mediterranean, againſt the Spaniards, in the year 1718. Through the whole of this expedition he was treated by ſir George as a friend, in whoſe advice he placed the utmoſt confidence, and to whom he always truſted the moſt difficult and delicate negociations. As ſoon as the fleet arrived off Meſſina, captain Saunders was ſent, by the admiral, with a letter to the marquis de Lede, inviting him to a conference, and uſing every poſſible argument to conciliate matters and prevent the diſpute, between the courts of England and Spain, from being referred to the final deciſion of arms. If any thing could have contributed to ſo deſirable an arrangement, it would have been the mild and calm diſpoſition of captain Saunders as a negociator, who, to all the firmneſs which is the natural conſequence of intrepidity, knew well how to join the moderation of a man, who juſtly conſidered war as a national evil, of all others moſt to be avoided. The marquis, however, ſoon put a ſtop to this pacific attempt, by declaring, in the moſt unqualified terms, that he had no power to treat, and that he would purſue his orders, which were to ſeize Sicily.

The ſubſequent events, of which the total defeat of the Spaniſh fleet, under admiral Caſtagnetta, is the moſt memorable, are well known to all; and the conduct of captain Saunders in that encounter in particular, as well as the eſſential ſervice he rendered his commander-in-chief, who failed not to make the moſt honourable mention of him, ſo recommended him to the notice of king George the Firſt, that, in the year 1720, immediately after his arrival in England, he received the honour of knighthood. On the 1ſt of April 1721, he was appointed one of the commiſſioners of the victualling-office,

a ſtation which he continued to hold till the 17th of Auguſt 1727, and then quitted it on being promoted to be comptroller of the navy accounts. Although he might now be ſuppoſed to have, in ſome meaſure, quitted the line of active employment, yet, when he had riſen in rank and ſeniority in the ſervice ſo far, that his promotion to be a flag-officer became proper and juſtifiable according to the accuſtomed etiquette of naval appointments, he was advanced to that ſtation as early as though he had continued in actual commiſſion during the whole of the intervening period.

He was appointed rear-admiral of the blue on the 29th of June 1732, and promoted to be rear-admiral of the red on the 26th of February 1733-4. He does not appear, however, to have ever gone to ſea in either of the above capacities, and indeed ſurvived his laſt promotion but a very ſhort time. At his deceaſe, which happened on the 5th of December 1734, he was, as we have already ſtated, rear-admiral of the red, a commiſſioner of the navy, and repreſentative in parliament for Queenborough in the iſle of Sheppy.

VAUGHAN, Francis,—was, on the 29th of May 1705, appointed captain of the Kinſale frigate; he was quickly afterwards removed into the Haſtings, a veſſel of the ſame rate, and employed in the German Ocean, principally in convoying the fleets to and from Holland and the Baltic. This occupation proved fatal to him in the month of February 1706-7; and we have the following account of this unhappy diſaſter in a letter from Yarmouth, dated February the 10th. "Yeſterday ſailed out of our road her majeſty's ſhips the Haſtings and Margate, with a fleet of about one hundred merchant ſhips, bound for Holland; but the wind coming contrary, the fleet was obliged to put back again that evening. Her majeſty's ſhip the Haſtings, in coming in, ſtruck on the ſands, and in half an hour's time overſet: about thirty of her men got hither in their boats, but it is feared many of the reſt periſhed." Captain Vaughan was among the latter.

ADLINGTON,

1706.

ADLINGTON, James, — is known only as having been appointed captain of the Folkſtone * on the 7th of January 1706. He died in England on the 15th of October 1709, being, as it is ſaid, captain of the Tilbury.

CANDLER, Bartholomew, — was, on the 27th of January 1706, promoted to be captain of the Falcon. We do not find any other mention made of him, except the mere date of his death, a circumſtance moſt probably imputable to his ill fortune only, in having been employed on ſervices totally unintereſting. He died in the Weſt Indies on the 22d of October 1722, being at that time captain of the Launceſton, of forty guns.

CLIFTON, John,—was appointed a lieutenant in the navy about the year 1691; and in 1693 we find him in that ſtation on board the Soldadoes Prize, a ſhip of forty guns. We have not been able to procure any farther information concerning him till the 2d of February 1705, at which time he was promoted to be captain of the Dolphin frigate; whether he ever had any command material enough to merit particular notice does not appear, for no other mention is made of him, except that he died on the 21ſt of March 1723, not holding at that time any commiſſion.

CREMOR, or CREAMER, Henry, — was appointed a lieutenant in the navy very ſoon after the revolution; and as far back as the year 1693, ſerved as firſt lieutenant of the Humber, of eighty guns, commanded by captain Lionel Ripley. He was not, however, advanced to the rank of captain in the navy till the 16th of January 1706, when he was made commander of the Guardland frigate. He was, not long afterwards,

* He is ſuppoſed to have been appointed acting captain of the Winchelſea on the 18th of December 1704; in which ſtation he probably continued till his above promotion.

removed into the Katherine yacht; in which veſſel he died, at Liſbon, on the 13th of April 1707.

DELAVAL, Robert, — was the younger brother of admiral George Delaval, of whom we have already given ſome account. This gentleman is no where mentioned in the ſervice till his appointment, on the 30th of April 1706, to the command of the Falcon frigate. He was previous to that promotion lieutenant of one of the ſhips ſent to the Mediterranean under ſir J. Leake, who advanced him to the ſtation juſt mentioned, as a reward for his own intrinſic worth, and as a well-deſerved compliment to his brother George, who was ſent home as a paſſenger on board the Falcon, with the important news that the enemy had been compelled to raiſe the ſiege of Barcelona.

Captain Delaval returned to the Mediterranean; and, having unfortunately contracted the ſmall-pox, died, in his original command, at Genoa, on the 29th of January 1707-8.

DOILEY, or DORLEY, George, — was, about the latter end of the year 1705, appointed lieutenant of the Tartar frigate. He continued to ſerve in this ſtation till the 10th of July 1706, when, having conſpicuouſly exerted himſelf at the capture of the Childs Play frigate, of twenty-four guns, he was, very deſervedly, promoted to the command of that prize. This commiſſion was immediately confirmed by the admiralty from the date of the capture; and captain Doiley ſoon afterwards was ordered to the Weſt Indies. He there unfortunately periſhed, his ſhip being loſt in an hurricane, off St. Chriſtopher's, on the 30th of Auguſt 1707.

GRANARD, Sir George Forbes, Earl of,* — was the third ſon of ſir Arthur Forbes, ſecond earl of Granard, and Mary,

* Archdale gives us the following curious etymology of the name of Forbes; and we have added to that, an abridged account, from the ſame author, of the genealogy of this ancient family.

"This family, ſays the ancient Scotch hiſtorian Boece, as quoted by ſir David Dalrymple, were originally called Bois; but one of the family having killed a mighty bear that infeſted the country, they aſſumed the coat of armour they now uſe, and the name of Forbes. This celebrated perſon was the ſon of Alexander Bois, lord of the caſtle

Mary, eldeſt daughter of ſir George Rawdon, of Moira, in the county of Down, baronet. Having entered very early in life into the navy, he was, on the 16th of July 1706, promoted to the command of the Lynn; but no notice is taken as to the particular ſervice or ſtation on which this ſhip was employed. In 1708 we find him to have been promoted to be captainn of the Sunderland, a fourth rate, of ſixty guns. Some have aſſerted he conti-

caſtle of Urquhart, which being aſſaulted and taken by king Edward the Firſt, in the year 1304, that monarch ordered all the priſoners to be put to death, except the wife of the above mentioned Alexander, who was then pregnant. The child, of which ſhe was delivered, proved a boy; and he having ſlain a mighty bear, that infeſted the country, he received the appellation of Forbeaſt; and this was afterwards corruptly pronounced Forbes.

"They had ſundry grants in the Mearnes from king Robert Bruce; and the land of Forbes, in the ſhire of Aberdeen, from king Alexander IId, from whoſe reign, in the thirteenth century, that caſtle hath been the ſeat of the chief branch of the family.

"Alexander Forbes, the ſon of Alexander Bois, loyally adhering to king David Bruce (ſon of the ſaid Robert) againſt Edward Baliol, who, by the aſſiſtance of king Edward III. had uſurped the crown of Scotland in 1331, was killed in the battle of Duplin the year after.

"To him ſucceeded ſir John Forbes, his ſon, who was knighted by king Robert II. ſucceſſor to his uncle David (in whoſe ſervice his father was killed) and being ſeated at caſtle Forbes, was ſtiled ſir John Forbes of that ilk (a term uſed in Scotland, when the name of a family and ſeat are the ſame) and acquiring from Thomas, earl of Mar, ſeveral lands in the county of Aberdeen, was confirmed therein by the charter of the ſaid king, in 1393; and in 1395 appointed juſticiary within the bounds of Aberdeen, and coroner of that ſhire. He married Elizabeth, daughter of —— Kennedy, of Dunure; by whom he had three ſons, ſir Alexander, his heir; ſir William (who married Margaret, daughter and heir to ſir William Frazer, of Philorth, with whom having the barony of Pitſligo, and a ſon, Alexander, he was anceſtor to Alexander Forbes, created, 24 July 1633, baron of Pitſligo, whoſe deſcendants enjoy that title); and ſir John the third ſon, who obtained the Thanedom of Formartin, by the marriage of Margery, daughter and heir to ſir Henry Preſton, of Formartin; and was founder of the family of Tolquhon, from whom branched thoſe of Foveran, Watertown, Coloden, and others.

"Sir James Forbes, only ſon of the above-named Alexander, was created lord Forbes by king James the Second of Scotland; and from Patrick Forbes his younger ſon, was lineally deſcended ſir Arthur Forbes, of Caſtle Forbes in the pariſh of Clongiſh and county of Longford, baronet, who was advanced, by king Charles the Second, to the dignity of earl of Granard, on the 30th of December 1684."

nued

nued captain of this ſhip till the year 1713, when he was, ſay they, removed into the Greenwich, which was alſo a fourth rate. In the firſt part of this account they are undoubtedly miſtaken, for in the year 1711 the Sunderland was employed on the expedition againſt Canada, under ſir Hovenden Walker, and was at that time commanded by captain Gore.

How long he continued captain of the Greenwich, in which ſhip he ſailed for Liſbon immediately after his appointment, does not appear, nor can we collect any farther particulars relative to his naval life till the year 1726, when we find him commander of the Canterbury, of ſixty guns, one of the ſquadron employed on the Mediterranean ſtation, under admiral Hopſon, to whom he was captain, and afterwards under ſir Charles Wager, who ſucceeded him. The events of the temporary war which took place, and in expectation of which the force juſt mentioned was ſent thither, were not only extremely unintereſting, but have been already ſufficiently reported in the life of admiral Wager. The ſiege of Gibraltar was the moſt conſpicuous tranſaction, and, indeed, the only one worth notice; and it happened to fall to the lot of lord Forbes to be the perſon who ſhould give the firſt manifeſt proof of the commencement of hoſtilities on this occaſion.

This event took place on the 11th of Feb. 1726-7. An anſwer, by no means ſatisfactory, had been given by the Spaniſh general, to a ſpirited remonſtrance ſent from the governor; and in conſequence of the unuſual preparations

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" He ſerved in parliament for Queenborough in Kent; and on the 27th of Feb. 1725, being ſummoned, by writ, to the houſe of peers in this kingdom (Ireland), by the title of lord Forbes, took his ſeat 7th of September following. Twenty-fifth of November 1729, he was appointed captain-general and commander-in-chief in and over the Britiſh Leeward Caribbee iſlands in America, with full power, not only to appoint a court of judicature, nominate perſons in the ſeveral provinces to adminiſter the oaths, and to pardon or condemn any pirates or other criminals, but to erect plat-forms, caſtles, fortifications, and towns, and to furniſh the ſame with ordnance and ammunition neceſſary for the defence of thoſe iſlands. On 10 December it was ordered by the houſe of peers, that he ſhould have leave to be abſent from the ſervice of that houſe, to attend his ſaid government: but in June following he reſigned this commiſſion."

and

and conſtruction of batteries, lord Forbes, who was then lying with his ſhip at the head of the old mole, about half paſt three o'clock in the afternoon, fired a ſingle gun over their moſt advanced battery; as he alſo did a ſecond, after an interval of half an hour. Theſe were to be conſidered as mere ſignals of what was intended on the part of the garriſon, who, towards evening, commenced an heavy fire on the enemy's works, from Willis's and the other batteries, whoſe guns could be brought to bear on them. The ſquadron was principally occupied in cruiſing off the Streights to prevent the enemy from receiving any reinforcements by ſea; and during ſuch an employment we can ſcarcely expect having it in our power to communicate any thing very intereſting. Lord Forbes, however, had at leaſt the ſatisfaction of being as much concerned as any of his cotemporaries who were joined with him on the ſame ſervice, in thoſe trivial occurrences which ſerved to diſtinguiſh the period alluded to, from one of profound peace.

On the 11th of March, being detached on a cruiſe, in company with the Royal Oak, from the main body of the ſquadron, they fell in with and captured a new Spaniſh ſhip of war, mounting forty-ſix guns, bound from St. Andero to Cadiz. This veſſel ſtruck to the Royal Oak, which is erroneouſly ſaid to have been commanded by his lordſhip, who certainly was on board the Canterbury at the time alluded to; and, as we believe, was not able to get up till juſt as the enemy ſurrendered. The prize was carried into Gibraltar on the 13th; and three days afterwards his lordſhip ſailed for Liſbon, having under his orders the Colcheſter and Durſley Galley, with a conſiderable fleet of merchant-ſhips under their convoy. Having returned to Gibraltar immediately after having executed this ſervice, he was ordered, on the 2d of April, to take under his command the Tyger, Colcheſter, Wincheſter, and Lyme, with the Cruiſer and Hawke ſloops of war; which ſhips, added to the Canterbury, were deſtined for the attack of the ſmall iſland, near Auriza, on the oppoſite ſide of the bay, where the enemy had erected a battery. All the boats in the fleet, manned and armed, were ordered to attend and ſupport them; and, in ſhort, every diſpoſition was made, every poſſible precaution was taken, to enſure

ſucceſs;

ſucceſs; but the wind flattening to a dead calm, the aſſault was obliged to be deferred, and does not appear to have been ever afterwards re-attempted.

A ceſſation of hoſtilities took place in the month of June; but the ſquadron did not return to England till after the final arrangement and concluſion of the articles of peace. It is not, however, in any degree neceſſary to attempt recording the ſeveral unintereſting occupations in which this part of his lordſhip's ſervice was conſumed in common with the reſt of his colleagues. He returned home in the month of April 1728, and does not appear to have gone to ſea any more till the year 1731, when he commanded the Cornwall of eighty guns. This ſhip was one of the fleet ſent to Cadiz, under ſir Charles Wager, to ſettle the difference between the Spaniards and the emperor, which was accommodated under the mediation of Britain, as already related in the life of that brave admiral *, who commanded the expedition. After his return to England his lordſhip was, in the month of April 1733, appointed miniſter-plenipotentiary to the emperor of the Ruſſias, and embarking on the 9th of May, arrived ſafe at Peterſburgh on the 21ſt of June following. During the time he was employed in this very honourable ſervice, he was, according to Hardy, Archdale, and ſome others, promoted, on the 11th † of May 1734, to be rear-admiral of the white ‡. He received the information of this promotion on the 25th of June following, and letters of recall almoſt at the ſame time. The Czarina, at his audience of leave, after expreſſing the utmoſt ſatisfaction at his conduct, and higheſt ſenſe of his merit and abilities, preſented him with a diamond ring of very conſiderable value, which ſhe took from her own finger; ſhe at the ſame time honoured him with her picture elegantly ſet with diamonds, and ordered him a purſe of ſix thouſand rubles in ſpecie.

* See the life of ſir Charles Wager, Vol. II. p. 452.

† We believe on the 4th.

‡ A private memorandum of his promotions furniſhes us with the following dates:

"R. A. of the white, June 29, 1732. V. A. of the blue, Feb. 16, 1738. V. A. of the white, March 2, 1735."

We thought it beſt to inſert the above, though, to ſay the truth, we cannot place much confidence in the information.

By

By the death of his father, on the 24th of February 1734, he became earl of Granard; and purſuing the information of Archdale, Lodge, and others, we have to add, "he was made rear-admiral of the red on the 17th, or, rather, 16th of December 1734; and on the 30th of April 1736, was promoted to be vice-admiral of the blue*." In the month of June 1738, he was appointed commander-in-chief of a ſquadron of ſhips intended for the Weſt Indies, which he very ſoon afterwards reſigned, and does not appear to have accepted of any command afterwards. "He was regularly and progreſſively promoted in the rank of admiral, till he attained the higheſt poſt, that of admiral of the fleet, which he held for ſome years† before his death, an event which happened on the 29th of October 1765, he being then in the 80th year of his age."

In 1741 his lordſhip was elected repreſentative in parliament for the boroughs of Air, Irwin, &c. in Scotland. He was nominated one of the members of his majeſty's privy council, and governor of the counties of Weſtmeath and Longford, which he reſigned in 1756; and was ſucceeded in that of Longford by his eldeſt ſon on the 8th of October in the ſame year. He married Mary, eldeſt daughter of William, firſt lord Montjoy, and relict of Phineas Preſton, of Ardſallah, in the county of Meath, eſq.

JACKSON, Robert.—Of this gentleman we know nothing, till we find him, on the 11th of February 1706, appointed captain of the Sorlings frigate. No particular notice is taken of him, and he never attained any very conſequential command in the ſervice, from which he was diſmiſſed, by the ſentence of a court-martial, held on him at Greenwich, on the 14th of February 1709. Rear-admiral Hardy places this circumſtance in the year 1715, and one private memorandum we have met with makes it as late as the year 1725, while another ſtates it to have happened in the year 1711. The account firſt given we believe moſt to be relied on; his offence is

* Others ſay he was appointed vice-admiral of the blue on the 2d of March preceding the date above given.

† This part of the information, which is derived from Archdale's Peerage, is a miſtake; the earl reſigned the ſervice before the year 1740.

called,

called, in general terms, a breach of diſcipline; and ſome have given, as a milder puniſhment, that he was only ſentenced to be ſuſpended from the ſervice during the pleaſure of the lords of the admiralty. He does not appear, however, to have been again employed, no other information relative to him having come to our knowledge, except that he died on the 28th of October 1726.

JAMESON, William,—entered into the navy immediately after the Revolution; and after a proper probationary ſervice as an inferior officer, was appointed 5th lieutenant of the Royal Sovereign towards the end of the year 1692. We do not find any farther mention made of him during the reign of king William, or, indeed, afterwards, till his promotion, on the 13th of January 1706, to be captain of the Experiment. He died, as we believe, in the ſame command, towards the end of the ſame year.

LESTOCK, Richard, — was the ſon of captain Richard Leſtock, of whom a ſhort account is given in the firſt volume*. We have been unable to inveſtigate any particulars relative to his early ſervice, the firſt information we have concerning him being his appointment, on the 29th of April 1706, to be captain of the Fowey. He was at that time on the Mediterranean ſtation; from whence he was ſent, in the month of September, with the important news of the ſurrender of Alicant. He returned back immediately; and in the month of December following we find him employed with the captains Coney and Stanhope, as juſt now related in the lives of thoſe gentlemen.

His next command, that is particularly noticed, was that of the Weymouth, in which ſhip we find him, in 1711, ſerving, firſt, on the American ſtation; from whence he afterwards, towards the end of the ſummer, went to the Weſt Indies, where he remained under commodore Littleton. He here acquitted himſelf highly to the ſatisfaction of his commander-in-chief as well as of all his contemporaries and colleagues, having, on every occaſion, diſplayed the character of an active and diligent officer, as well as of a gallant man. His ſucceſſes, while thus

* See page 294.

employed,

employed, conſiſted of one or two ſmall privateers captured by himſelf, with the Thetis, a French ſhip of war of forty-four guns, and ſeveral other ſhips of inferior note, in the taking of which he was aſſiſted by the Windſor. Peace being ſoon afterwards concluded, no farther opportunity preſented itſelf to this gentleman of diſtinguiſhing himſelf till the year 1717, when he commanded the Panther, of fifty guns, one of the fleet ſent to the Baltic under ſir George Byng, for the purpoſe of overawing the Swedes, who appeared very reſtleſs, and were at that very time actually projecting an invaſion of England in favour of the Pretender. The Panther was ordered, by ſir George, to cruiſe off Gottenburg, and other ſhips were, at the ſame time, detached to ſuch different ſtations as were judged moſt likely to diſtreſs the enemy, and bring them to reaſon, the road of Copenhagen being made the general rendezvous of the fleet. Captain Leſtock had at leaſt his ſhare in the trivial events and ſucceſs which took place in conſequence of the above arrangements, having captured two or three of the enemy's privateers, beſides rendering other ſervice, which, although from its trivial nature, may be conſidered as by no means raiſing the character of a gallant officer, may certainly be allowed highly conducive to the eſtabliſhment of that of an active one.

This trait in his character did not paſs unnoticed by ſir George, who from that time, on all poſſible occaſions during his life, warmly eſpouſed his intereſt, and in the following year particularly, procured him to be appointed to the command of the Barfleur, the ſhip on board which he was to hoiſt his flag, as commander-in-chief in the Mediterranean, on the expedition againſt the Spaniards. His ſubſequent conduct while they were thus connected in ſervice, appears to have fully juſtified the good opinion entertained of him by ſo able a commander; but after he returned to England, on the evacuation of Sicily and the concluſion of hoſtilities, he does not appear to have had any naval appointment till after the acceſſion of king George the Firſt. In 1728 he commanded the Princeſs Amelia, of eighty guns, one of fifteen ſhips of the line ordered to be equipped for immediate ſervice; but he is not known ever to have gone to ſea as her commander. In the following year we find him captain of the Royal

Oak, of ſeventy guns, one of the fleet ordered to be equipped for ſea, under the command of ſir Charles Wager, in conſequence of the reiterated inſults and depredations of the Spaniards, but which, on account of their early ſubmiſſion, never put to ſea. The anti-miniſterial party of that time were loud in their clamour againſt the expence in which the nation was, according to their opinion, wantonly involved by an armament, which, as they ſaid, rendered no ſervice. Theſe ill-founded and illiberal philippics were beſt anſwered by the following epigram.

" E portu non eſt ut ſolvat claſſis: Iberis
Inſtructæ et junctæ fama futura ſat eſt.
Sic aquilam ſimul ac pennas extendere conſtat,
Continuo imbellis tecta Columba petit."

Mr. Leſtock remained captain of the Royal Oak, which continued to be employed as a guard-ſhip, till the year 1731. He was then ſent with ſir C. Wager on his expedition to the Mediterranean; but during that period, as it was merely of a conciliatory nature, Mr. Leſtock was concerned in nothing intereſting. From this time till after the ſerious re-commencement of war with Spain, we find no mention whatever made of him. He appears, but on what account we know not, to have, during this interval, in ſome meaſure retired from the ſervice, as many commanders, who were juniors to him as captains, were promoted to the rank of admiral many years before him*. It is not improbable that the remembrance of this circumſtance, continually ſharpened by the very violent impetuoſity of temper he was known to poſſeſs, might have contributed to encreaſe many extravagant points in his conduct, which his enemies may have repreſented in their moſt glaring colours, but which his warmeſt friends have never been able to refute or defend.

Early in the year 1740 we find him commanding the Boyne, a third rate of eighty guns; on board which ſhip he afterwards hoiſted a broad pendant as an eſtabliſhed commodore, and commander of a diviſion of the fleet ſent out under ſir Chaloner Ogle, in the month of November, to reinforce vice-admiral Vernon, who was then in the Weſt Indies. The firſt operation of their united force, a

* The earl of Granard; admirals Haddock, Hagar, Robinſon, and ſir Chaloner Ogle.

force

force infinitely more powerful than had ever before been ſeen in that part of the world, was the attack of Carthagena. But paſſing over the general detail of events which took place during this unfortunate expedition, we ſhall here confine ourſelves to ſuch only as Mr. Leſtock was more immediately concerned in. The fleet arrived in the bay of Playa Granda on the 4th of March, but no ſhow of attack was made till the 9th. The commodore with his diviſion was left at anchor, while the two other ſquadrons, under Mr. Vernon and ſir Chaloner, proceeded to attack the ſeveral forts and batteries which defended the entrance of the harbour of Carthagena. On the 23d Mr. Leſtock, with five ſhips of his ſquadron, was ordered to get under weigh and attack the ſea-front of the caſtle of Bocca Chica, the moſt formidable of all the defences the Spaniards poſſeſſed, the fort of St. Lazar, which was the citadel of Carthagena, excepted. The commodore executed the ſervice allotted to him with the greateſt activity and ſpirit, but apparently with little other ſucceſs than that of having created a temporary diverſion, and thereby, in ſome degree, facilitated the aſſault from the land ſide. The attack was renewed on the following day, and with the ſame kind of ſecondary ſucceſs, for the land-batteries effected a breach during theſe combinations of aſſaults, which having encouraged the Britiſh to make the neceſſary diſpoſitions to ſtorm the fort, the Spaniards avoided the ſhock, by evacuating their works at the inſtant the aſſailants were prepared to enter the breach.

In all the ſubſequent operations of this unfortunate expedition Mr. Leſtock appears to have had little or no concern; and after its final failure was, according to the inſtructions the admiral had received, ordered for England with twelve two-decked ſhips and five frigates; thoſe which remained being a force adequate to the ſervice of the Weſt Indies, after the hopes of conqueſt were reluctantly abandoned. Having removed his broad pendant into the Princeſs Carolina, he ſailed from Port Royal on the 20th of June, with a fleet of merchant-ſhips under his protection, and arrived in ſafety, with ſuch ſhips as were bound for England, the latter end of Auguſt. Soon after his return he was ordered for the Mediterranean, where he arrived in the month of February 1741-2, and ſerved for a ſhort time under admiral Nicholas Haddock, whom

he was ſent to reinforce. During this period he exhibited ſome proofs of that impatient temper, and improper profeſſional pride which afterwards becoming infinitely more apparent, cannot but be condemned even by thoſe who are ſo warmly attached to him, as to inſiſt no part of his conduct was ever injurious or prejudicial to the cauſe and intereſts of his native country, which employed him. On the 13th of March following he was promoted to be rear-admiral of the white *, which was the firſt flag he ever hoiſted. Mr. Haddock's health being in a very precarious ſtate, and compelling him to ſolicit his recal, Mr. Mathews was purpoſely advanced to be vice-admiral of the red as his ſucceſſor: and Mr. Haddock being obliged, for the reaſon juſt ſtated, to give up his command, Mr. Leſtock was left in that truſt during the ſhort period which intervened before the arrival of the former.

Short as was this opportunity of diſplaying the leading features of his mind in colours more ſtriking than he perhaps had before been able, he failed not to avail himſelf of it in its utmoſt extent. The circumſtance particularly alluded to will be found hereafter in the life of commodore Barnet. It is a ſtrong indication, and, indeed, proof of that too common human frailty which influencing the minds of men, not poſſeſſed of principles moſt truly noble, induces them to exact obedience in terms which politeneſs, or, perhaps, decency can hardly excuſe: although when themſelves reduced to a ſubordinate ſtation, they know but ill how to bend, and conform themſelves, on any terms, to that behaviour, their country's welfare, and the well-known principles of military regulation unequivocally demand. Mr. Mathews arriving in the Mediterranean about the month of May, took upon him the command of the fleet. Mr. Leſtock is ſaid, by thoſe who wiſh moſt

* He was advanced, on the 9th of Auguſt 1743, to be rear-admiral of the red; and again, on the 7th of December, experienced a farther promotion to be vice-admiral of the white.

A curious circumſtance took place relative to theſe promotions. Owing to ſome delay or accident in ſending out the official information of the firſt, that of the ſecond followed it ſo ſoon Mr. Leſtock had his flag flying one day only as rear-admiral of the red: on the ſucceeding morning he hoiſted that of vice-admiral of the white. He was at that time on board the Namure, in which ſhip he continued while he remained in the Mediterranean.

to excuſe his conduct, to have conceived a diſguſt * at being thus ſuperceded, and to have retained it during the whole time the cauſe of it continued, which certainly was till he was ſent home priſoner to England by his commander-in-chief, as will be preſently ſeen.

To offer any remark on the propriety of ſo ſtrange a defence, would be only to aggravate the ſhame attached, in the opinion of many, to the memory of a man whoſe errors may be now forgotten, as the evils, if any, they occaſioned, have long ceaſed to be felt. To the brighter ſide of his character, as a man of general ability and gallantry, we ought only now to turn, as a pleaſing proſpect ought ever to engage the attention of the human mind more than a terrific one. We ſhall therefore only briefly obſerve, there are ſome advocates who materially injure the cauſe and defence of their clients by offering, as an excuſe, circumſtances, which if true, actually enhance, inſtead of palliating criminality. Mr. Leſtock was, in the firſt inſtance, not of a rank in the liſt of admirals ſufficiently exalted to entitle him, with propriety, to expect ſo extenſive a command; and if he had, he could by no conduct have proved himſelf ſo little qualified for it, as by betraying the ſmalleſt diſcontent at not having obtained it. Whatever private feuds or animoſities might have taken place between men on whoſe cordial confidence in each other the ſervice of their country ſo much depended, they ſhould in themſelves not have been violent enough to come to an open rupture, and they would at leaſt have obtained the negative praiſe of not having permitted their quarrel to reach a dangerous height. Some, who are moſt loud in their cenſure of Mr. Leſtock, inſiſt that he purpoſely and cautiouſly avoided betraying the ſmalleſt diſpleaſure or reſentment againſt Mr. Mathews, till he congratulated himſelf with having found an opportunity of completely undoing him.

* At their firſt meeting a cloud of mutual diſagreement appeared to lour inauſpiciouſly on ſuch ſervices as theſe gentlemen ſhould be deſtined to attempt carrying into execution jointly. Mr. Leſtock had neglected to ſend a frigate, as he had been inſtructed, to meet Mr. Mathews and his ſquadron on his firſt arrival in the Mediterranean; and that gentleman, irritated not only at what was, perhaps, intended as a perſonal inſult, but at ſo manifeſt a breach of diſcipline, took occaſion, with ſome warmth, to reprimand Mr. Leſtock on their firſt meeting; and what was ſtill more mortifying, the commandant of Nice, and ſeveral foreign generals, were preſent.

The circumſtances of the action itſelf, as well as its conſequences, have been already given at ſome length in the life of Mr. Mathews, whoſe former diſapprobation of his colleague's conduct received no ſmall addition by his behaviour on the latter occaſion. On their arrival at Port Mahon theſe feuds appeared rather to encreaſe than abate, and ended not, but in Mr. Leſtock's ſuſpenſion from command. He was ſent to England as a kind of priſoner on board the Saliſbury, and Mr. Mathews preferred a charge againſt him to the following effect.

"That he, not obeying his ſignals, and falling too far a ſtern the night before the action, was incapable of aſſiſting, by which the enemy eſcaped. That he might have ſtopped the rearmoſt ſhip of Don Navarro's diviſion, but neglected attacking them; which ſhips coming up to attack the admiral, he was obliged to quit the Real, which he had diſabled, and would otherwiſe have taken. That the vice-admiral had, on this occaſion, viſibly ſacrificed the honour of his country to gratify his private reſentment. That while he nicely pretended to obſerve the rules of diſcipline, he ſhamefully ſet an example of deſertion and cowardice; the neceſſity of circumſtances ariſing from unforeſeen events, is a ſuperior direction to any ſtanding rules. That it was the duty of a good officer when he ſaw his admiral in danger, and ſo ill ſupported by his own diviſion, to crowd all the ſail he could carry to his aſſiſtance. That no poſſible plea can be offered for a man, who ſees his commander expoſed at a diſtance without ſtirring to his relief. That the admiral was under the neceſſity of engaging as he did, otherwiſe he would have loſt the opportunity of engaging at all, as the enemy's ſquadron were all clean, and could ſail three feet to our one: and though the admiral did his duty by attacking the Spaniſh ſquadron (the only part of the enemy's fleet he could come up with) he had the mortification neither to be ſeconded by his own diviſion nor that of Mr. Leſtock's, who was therefore juſtly chargeable with the diſgrace of the day."

This was ſucceeded, as we have before ſtated in the life of Mr. Mathews, by a rejoinder of the ſame nature againſt him. The tedious deciſions of the different court-martials concluded the quarrel; and if theſe were not ſo ſucceſsful as to convince the world in general of Mr. Leſtock's innocence

nocence and perfect propriety of conduct, they at leaſt afforded a proof of the impertinence of mankind in arrogantly pretending to prejudge points which they do not underſtand, and which it ſeems they not unfrequently are led to miſconceive.

Mr. Leſtock being, by the judgement of the court, legally reſtored to the ſervice, was, on the 5th of June 1746, promoted to be admiral of the blue, and appointed to command a ſtrong ſquadron, which had been originally intended for the reduction of Canada; but that expedition being too long delayed, was at laſt obliged to be abandoned, as the French, in conſequence of the dilatory manner in which the firſt equipment was conducted, had ſufficient time to fit out a force infinitely ſuperior and fully competent to counteract that of England. The ſtorm of war then took a new direction, and was deſtined to fall on the coaſt of France; port L'Orient, the grand depot of the French Eaſt India company, being the firſt object of attack. The ſtrength of the armament was judged by all parties fully equal to the undertaking, for it conſiſted of no fewer than ſixteen ſhips of the line, eight frigates, and two bomb-ketches, having under their convoy a fleet of tranſports and ſtoreſhips, with all the implements and ſtores neceſſary for a ſiege, together with a land force conſiſting of 5,800 effective men.

A variety of delays, which appeared unaccountable to all who were not properly acquainted with the cauſe of them, ſtill prevented the execution of this long-concerted ſtroke; a ſtroke aimed at the very vitals of France, and from which it was hoped we ſhould derive complete ſatisfaction for that inſult to the nation, and the injury to individuals, occaſioned by the ſupport given by the enemy to the Pretender in the preceding year; not as a perſon whom they really and cordially wiſhed to ſucceed in his enterprize, but merely to make a wanton ravage of the country, and create ſome diverſion in favour of their army in Flanders by the moſt horrid of all expedients, involving a nation in a civil war. At length, on September 14, the fleet ſailed from Plymouth, and arriving in ſafety on the coaſt of Britanny, anchored in Quimperly bay on the 18th. But, as if time ſufficient had not been already waſted, or as though it was thought derogatory to the gallantry of a warlike nation

to attack an enemy unprovided, four days more elapsed before the army approached the city. Hoſtilities now appeared to be commencing in earneſt; and, late as the ſeaſon then was, the greateſt hopes of ſucceſs might have been formed, even by thoſe who were far from ſanguine in their expectations: but after a ſhort deſultory attack, conducted in a manner ſufficient to have convinced the beſieged that their aſſailants were little in earneſt, even this trivial appearance of warfare ceaſed; it ceaſed at the very inſtant when the enemy were preparing to propoſe terms of ſurrender: ſuch being the wretched ſtate of the garriſon, in reſpect to its fortifications, that the governor and the few troops under his command, deemed it abſolutely untenable.

The troops reimbarked on the 28th unmoleſted by the enemy; but as if it was intended to make them ſome recompence for having cauſed ſo vain an alarm, four pieces of cannon, a mortar, and no inconſiderable ſtock of ammunition was left behind. Various attempts have been made to account for, and explain the cauſe of this retreat, a retreat almoſt unprecedented, when we take into conſideration the ſeveral circumſtances that accompany it. Moſt people, but they are not friends of Mr. Leſtock, inſiſt that the general was induced to take this diſgraceful ſtep in conſequence of the want of co-operation from the fleet, it being a part of the plan of attack that the admiral ſhould force his way into the harbour, which ſome have been bold enough to inſiſt he never even attempted.

Mr. Leſtock is ſaid to have alledged in his defence*, that the enemy had blocked up the entrance in ſuch a manner as to render it impoſſible for him to get in. To do the admiral proper juſtice, it does not appear that his conduct really was the cauſe of the failure, for if the operations of the army had been conducted with any energy, all extraneous aſſiſtance would have been needleſs. The principal, and, indeed, only loſs ſuſtained by the enemy, in this expedition, was the deſtruction of the Ardent, a ſhip of ſixty-four guns, driven on ſhore and burnt by the Exeter,

* Campbell, with ſome humour and much ſarcaſm, obſerves, that "probably the ſignals for advancing, as with Mr. Mathews in the Mediterranean, were not made in due form."

after

after a very desperate encounter. The fleet having taken on board the troops, and such stores as the English thought proper to preserve from falling into the hands of the enemy, quitted the coast of France on the 8th of October, and arrived safe without having sustained any loss during the expedition. The ministry was dissatisfied, the people murmured, but both were content with reciprocally cherishing their griefs by relating them to each other, without taking any satisfaction on the authors of them.

This was the last command ever entrusted to Mr. Lestock, who did not long survive the miscarriage, dying on the 13th of December 1746*, as some say, of mere chagrin at the above failure, or, what is more probable, of rage occasioned by that neglect and indifference with which he found himself treated, and which his haughty spirit was little able to brook. Of all men who have been unfortunate enough in their conduct to render it the subject of party controversy, none appears to have been less qualified for such an undertaking than this gentleman; unconciliating in his manners, austere when in command, restless when in a subordinate station, he had fewer friends than fell to the lot of most men, and that number, which was gradually diminishing, his behaviour never appeared of a nature to recruit. His personal courage we believe to have been undoubted even by his enemies, and his abilities were of a class, if properly directed, to have raised him to the pinnacle of fame, and essentially to have benefited his country. Confiding too much in them, and demanding both from his equals and superiors in command a deference which all men are ready gratuitously to offer, but pay most reluctantly on compulsion, he found himself, on many occasions, in the irksome state of being neither loved nor feared. His life, however, affords this useful lesson to mankind, that neither abilities nor gallantry, even when connected together, are sufficient to form a good and revered commander, unless true benevolence of heart accompany them.

LONG, Henry.—We have no account of this gentleman previous to his appointment, on the 17th of September 1706, to be captain of the Dolphin. In the follow-

* In rear-admiral Hardy's list it is said 1748.

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ing year he was promoted to the Expedition, of ſeventy guns, under commodore Wager, with whom he continued during the time that gentleman held the Weſt-India command, and acquitted himſelf in a manner in every reſpect conformable to the character of an able and diligent officer. The circumſtances of their ſervice being ſo materially and intimately connected with each other, it would be a uſeleſs repetition to add any thing concerning him during the above period. We find no mention made of him in the ſervice after his return to England, nor is it even known whether he ever was appointed to any other ſhip. In conſequence either of ſome private diſcontent, or an unhappy temporary frenzy, he put a period to his exiſtence by ſhooting himſelf. This fatal accident happened on the 13th of December 1723.

LUMLEY, George,—was the deſcendant of a very ancient and noble family long ſettled in the biſhoprick of Durham. Having entered into the navy, and paſſed regularly through the neceſſary ſubordinate ſtations, he was, on the 17th of September 1706, promoted to the command of the Dunwich frigate. He was principally employed, while captain of this ſhip, in cruiſing off Dunkirk and the coaſt of Holland, for the protection of the coaſting trade. In a ſervice, generally ſpeaking, ſo undiſtinguiſhable, little could be expected from it; but inſignificant as it might be, he appears to have rendered it as reſpectable and conſequential as the nature of it would permit, having, by his diligence and activity, afforded conſiderable protection to the commerce of that particular quarter, by capturing ſeveral of the enemy's ſmall privateers. Being removed ſometime in the year 1708, into the Burlington frigate, which was ſtationed as a cruiſer in ſoundings, he died captain of that ſhip, on the 20th of September 1710.

MARTIN, George (2d).—The name of this gentleman occurs as having been appointed captain of the Charles galley on the 23d of March 1706. We are, however, perfectly ſatisfied he is the ſame perſon that we have before given a ſhort account of*; to that, however, we ſhall, on the preſent occaſion, beg leave to make a ſmall

* Vol. III. p. 199.

addition.

addition. The Dragon, the ſhip captain Martin commanded in the expedition againſt Nova Scotia in the year 1710, was loſt on the Gaſkets, on the 11th of May 1711, he being at that time her commander. Himſelf and his crew preſerved their lives; and this providential eſcape might probably induce him to retire from the ſervice.

PAUL, John,—entered into the navy ſoon after the revolution, and early in the year 1696 was promoted to be third lieutenant of the Chicheſter. He does not appear to have met with any ſignal opportunity of diſtinguiſhing himſelf during the reign of king William; but ſoon after the acceſſion of queen Anne, having been appointed firſt lieutenant of the Kent, he diſplayed the moſt ſingular gallantry in the attack of three French corvettes, which had taken ſhelter with a fleet of merchant-ſhips in a bay near Mount St. Michael. Rear-admiral Dilkes, who was ordered out with a ſmall ſquadron for the expreſs purpoſe of deſtroying the enemy's coaſting trade, having received intelligence of this expected prize, and finding them hawled in ſo cloſe to the ſhore as to be out of the reach of his larger ſhips, ordered all the boats of the ſquadron to be manned and armed, and ſupported by the ſmaller veſſels, which drew little water, to attempt cutting out, or, at worſt, deſtroying them. One of the corvettes, called the Joyeuſe, mounting fourteen guns, was burnt by the boats of the Kent, which were commanded by Mr. Paul, who was deſperately wounded on this occaſion, by a muſquet ſhot, through the lower jaw. A conſiderable time elapſed before he ſo far recovered his health as to be in a condition to return to the ſervice, a circumſtance which, in ſome meaſure, retarded his promotion to the rank of captain, which did not take place till the 12th of September 1706. He was then appointed to the Mary galley, a command in which he appears to have had no opportunity of encreaſing his already juſtly acquired character, as a man of gallantry and conduct *.

In the year 1709 he was promoted to the Haſtings, a frigate ordered on the Iriſh ſtation, where he was very

* He was one of the members of the court-martial, held on board the Albemarle, for the trial of ſir Thomas Hardy on the 10th day of October 1707.

fortunate,

fortunate, having made many very valuable prizes *, and eminently contributed to the protection of commerce by ſcouring the coaſt and keeping it clear of the enemy's privateers. His other occupations were thoſe of convoying the outward-bound ſhips ſo far to the weſtward as to ſet them clear of danger, and of occaſionally accompanying thoſe of inferior value, which ſuſtained the commerce between Great Britain and Ireland. He continued in the ſame line of ſervice for many years, never having changed either his ſhip or ſtation, as we believe, during the war. We do not find him to have received any commiſſion after the acceſſion of George the Firſt, as no mention is made in any of the admiralty papers or liſts we have ſeen, even of his death. We learn, however, from a private memorandum, that he died in England on the 3d of April 1720.

ROBERTS, John.—We know nothing of this gentleman till he was, on the 19th of April 1706, appointed captain of the Elephant ſtoreſhip. His advancement in the ſervice was remarkably ſlow, and the ſervices on which he was employed little conſequential: a cauſe moſt probably accidental in itſelf, but unhappily moſt commonly productive of a uniform effect. We find no mention whatever made of this gentleman till the year 1728, when he commanded the Argyle, of fifty guns. In this ſhip he continued till 1731, when he was promoted to the Norfolk, a third rate of eighty guns, one of the fleet ordered for the Mediterranean, under ſir Charles Wager, for the purpoſe of accommodating the difference between the emperor and the king of Spain; and that the ſame kind of ill-fortune might continue to attend him, no particulars worth relating fell to his ſhare during the time he held either of the above commands. He ſoon afterwards retired from the ſervice on a ſmall penſion, and died on the 11th of February 1744.

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* Extract of a letter from captain Paul, dated on board the Haſtings, Cork harbour, Feb. 29, 1709-10.

"On the 5th inſtant we took a ſhip called the Marquis, from St. Domingo, bound to St. Maloe's, burthen one hundred and fifty tons, fourteen guns, having on board two hundred hogſheads of ſugar, three thouſand hides, eight caſks of indigo, and twelve thouſand dollars."—See alſo Gazettes, No. 4731 and 4854.

VERNON,

VERNON, Edward,—is a deſcendant of the very ancient and honourable family of the Vernons *, who were perſons of the higheſt truſt in the reign of William of Normandy, ſirnamed the Conqueror, with whom they came into England, and obtained very conſiderable landed poſſeſſions as a reward for their ſervices. Mr. Vernon having made choice of a naval life, was, on the 22d of January 1706, after having previouſly paſſed through the ſeveral ſubordinate ſtations and ranks in the ſervice, promoted to the command of the Dolphin frigate.

* Of which we have the following heraldric account.

" This noble family is deſcended from the lords of Vernon, in the duchy of Normandy. Their common anceſtor, William De Vernon, aſſumed his ſirname from the town and diſtrict of Vernon, whereof he was ſole proprietor, anno 1052. He founded and richly endowed the collegiate and parochial church of St. Mary, in Vernon, for a dean and ſecular canons, and lies interred there under an altar monument, whereon is his effigies. He had two ſons, Richard and Walter, who both came into England with William the Conqueror: the younger obtained the lordſhips of Winſleton, Neſſe, Ledſam and Breſton, in Cheſhire; Hatwell, Adſtock, and Plate Morton, in Bucks; and had a ſhare of his father's poſſeſſions in Normandy: but dying without iſſue they deſcended to his elder borother, Richard De Vernon, lord of Vernon, who was one of the barons created by Hugh Lupus, to whom William the Conqueror, in the 20th year of his reign, granted the county palatine of Cheſter. It appears from Doomſday Book, that this Richard De Vernon, firſt baron of Shipbroke, held the lands and manors of Arton, Picton, Shipbroke, Crew, Hesune, Cocheſhall, Wice, Malaterne, Waintune, Devenham, Doveſtock, Adeline, Boetbury, and others. He was a benefactor, with Hugh Lupus, to the abbey of St. Werburgh, in Cheſter; and in temp. Wm. IId, gave tythes of Eaſton and Picton, to that abbey. He was ſucceeded by his eldeſt ſon and heir, William De Vernon, whoſe ſon, Hugh De Vernon, living in 1119, was alſo lord of Northwyk, and with Richard, earl of Cheſter, likewiſe a great benefactor to the abbey of St. Werburgh. He married the daughter and heir of Richard De Baillot (or Magdiol) lord of Erdewick and Helgrave; by whom he had iſſue inter alios, Warine De Vernon, fourth baron of Shipbroke, living temp. Henry IIId; whoſe eldeſt ſon, Richard De Vernon, living 37 Henry IIId, had a grant of the cuſtody of the caſtle and manor of the Pecke; and dying before his father, left iſſue four ſons; whereof William, the third, was chief juſtice of Cheſter; and Warine, the eldeſt, married Anda, third daughter and one of the co-heirs of William Malbank, baron of Wich Malbank, now Namptwich, in the county of Cheſter (deſcended from William Malbank, baron of Wich Malbank, in 20 Wm. Ist) with whom he acquired a great number of manors in that county, and was the father of Warine de Vernon, baron of Shipbroke."

At

At the time above-mentioned he was employed on the Liſbon and Mediterranean ſtations, under ſir John Leake, who ſoon afterwards appointed him to the Rye, and diſpatched him for England, in the month of Auguſt following, with news of the ſurrender of Alicant. He returned back to the Mediterranean in the ſame ſhip, and continued there till the end of the year 1707, under the command of ſir Cloudeſley Shovel. He returned ſafely to England, with the major part of the fleet, in the month of October, having eſcaped the melancholy fate which befel his admiral, and others his brave companions. He was almoſt immediately after his arrival promoted to the Jerſey, a fourth rate, and ordered for the Weſt Indies, in the month of May, under the command of captain John Edwards, who went thither with a ſmall reinforcement for the ſquadron already there under ſir C. Wager.

Mr. Vernon arrived there about the end of July, and the hurricane ſeaſon then approaching, no mention is made of his having been ordered for ſea till the month of January following. The alarm of an expected attack on Port Royal, by a ſtrong ſquadron under the command of the well-known French partiſan Du Guè Trouin, having then in a great meaſure ſubſided, the Jerſey, and ſeveral other ſhips of the ſquadron, were ordered out on ſeparate cruiſes as the moſt effectual mode of injuring the commerce of the enemy. Captain Vernon was exceedingly ſucceſsful in this employment; and though his good fortune was of a nature little calculated to encreaſe his fame, or enrich him in that extent many have experienced, yet if neither of theſe ends were accompliſhed, by ſo much is he, perhaps, more entitled to public favour, that his diligence may not by one means or other appear to paſs unrewarded. He continued to command the Jerſey, and remained in the Weſt Indies nearly till the end of the war; but ſuch was the poverty of naval occurrences in that part of the world, during the above period, that we find no other mention made of him, except that, in the month of May 1711, he had the good fortune to take a ſtout ſhip, mounting thirty guns, bound from the French Weſt Indies for Breſt, and was principally employed, by commodore Littleton, during the remainder of the ſummer, in watching the motions of the enemy's ſquadron at Carthagena.

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The peace at Utrecht took place ſoon after Mr. Vernon's return to Europe; and a moſt unintereſting period of naval hiſtory ſucceeded, continuing for the ſpace, as it is well known, of nearly thirty years. The operations of this interval were principally, and, indeed, almoſt without exception, confined to the frequent equipment of fleets, which in all probability prevented the ſmothering embers of war from burſting forth into a flame. The only commands in which we find Mr. Vernon, are, that of the Aſſiſtance, of fifty guns, one of the fleet ſent to the Baltic, under ſir John Norris, in the year 1714*; and, ſecondly, of the Grafton, a third rate of ſeventy guns, one of the armament ſent, under ſir Charles Wager, in 1726, to the ſame quarter, for the purpoſe of co-operating with a Daniſh ſquadron, and repreſſing any attempt from Ruſſia to diſturb the peace of northern Europe, a project that nation appeared to have ſtrongly in agitation †.

In civil life, however, captain Vernon was much more active. During a conſiderable part of the interval juſt alluded to, he ſerved as repreſentative in parliament for the town of Ipſwich, near which he poſſeſſed no inconſiderable landed property. Being a man of ſtrong natural abilities, and poſſeſſed of a fluent and ſtrong, though coarſe, and ſometimes improper mode of delivering his ſentiments, he was conſidered by miniſters, to whom he was conſtantly in oppoſition, at leaſt as one of their moſt diſagreeable antagoniſts. It was natural, therefore, for them to ſeize, with ſome degree of avidity, the earlieſt opportunity of removing him, by any means, from their immediate preſence. He had a natural impetuoſity in argument not to be reſtrained by prudence, ſo that he was not unfrequently

* This ſhip he continued to command three or four years, having been one of the ſquadron, under adm^l Aylmer, which convoyed the king from Holland in the month of July 1716. He was afterwards ſent to the Mediterranean, where we find him in the enſuing year in the ſame ſhip.

† He is ſaid, by Campbell, to have been afterwards commodore of a ſmall ſquadron on the Jamaica ſtation; but we find no mention made of this circumſtance by any other hiſtorians; and it is not improbable that this command has been confounded with his having been captain of the Jerſey on that ſtation, under ſir Charles Wager and commodore Littleton, by whom he might be caſually left ſenior officer for ſome ſhort period.

betrayed

betrayed into aſſertions men of greater deliberation would have heſitated to make. In one of theſe paroxyſms of oratory, after arraigning moſt bitterly the torpid meaſures of adminiſtration, againſt which there was, in all probability, a ground of complaint too well founded, he proceeded, in very ſtrong terms, to inſiſt on the facility with which the moſt valuable and formidable of the Spaniſh poſſeſſions in the Weſt Indies might be reduced, under the dominion of Britain. In particular he aſſerted, not only that the town of Porto Bello might be reduced by a force not exceeding ſix ſhips of the line, but that he himſelf was actually ready to hazard his life and reputation by undertaking ſuch an enterprize, which he would anſwer with both, ſhould terminate with ſucceſs.

This haſty, and, perhaps, far from ſerious opinion, was inſtantly and eagerly cloſed with by adminiſtration *. He was advanced to the rank of vice-admiral of the blue † on the 9th of July 1739, and appointed to the command. The force he had demanded being collected and equipped with the utmoſt expedition, having hoiſted his flag on board the Burford, of ſeventy guns, he ſailed on the 20th of the ſame month, and, after a long paſſage, arrived ſafe at Jamaica on the 23d of October. Eager to repair, as much as poſſible, the inconvenience of his former delay, he uſed the utmoſt diligence in refitting his ſhips, ſo that he was enabled to ſail from Jamaica on the 5th of November with the following ſhips, the Burford, of ſeventy guns (the flag ſhip); the Hampton Court, of the ſame force, commodore Brown and captain Watſon; the Worceſter, of ſixty guns, captain Main; the Louiſa and Strafford, of the ſame force, captains Waterhouſe and Trevor; and the Norwich, of fifty guns, captain Herbert. Contrary winds retarded his arrival at Porto Bello till the 20th; and being apprehenſive of driving too far to the eaſtward, ſhould he continue under ſail during the night,

* Campbell remarks, that the miniſter embraced this opportunity of acquiring ſome popularity, and at the ſame time of removing a troubleſome opponent in the houſe of commons. He adds, on what authority we know not, that it was generally imagined the miniſter was not without hopes, that the admiral might diſgrace himſelf and his party by not ſucceeding in the adventure.

† This was the firſt appointment he ever received as a flag officer.

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he came to an anchor about ſix leagues from the ſhore. Early in the morning of the 21ſt he got under weigh and worked into the bay with the ſquadron, which was led by commodore Brown in the Hampton Court, the admiral himſelf being in the center. The attack of the Iron Fort, which particularly defended the entrance, commenced as the ſhips could work up, and was conducted by the ſeveral commanders with ſo much ſpirit, that the Spaniſh ſoldiers in ſeveral parts of the fort flew from their guns, nor could they be prevailed upon by all the rhetoric of their officers to return.

The admiral obſerving this deſertion made the ſignal for the boats of the different ſhips to land the marines and ſeamen, who were ordered to hold themſelves in readineſs for that purpoſe: there was indeed much ſpirit, but little prudence, in the above order, for as yet no breach was made, and if the enemy had behaved with any degree of reſolution, the aſſailants would, in all probability, have ſeverely repented of their temerity. Providence, however, frequently favours the attempts of the brave, even though they are alloyed by raſhneſs. The ſailors having, with that ſpirit of impetuous enterprize which is ſo much their characteriſtic, ſcaled the wall of the lower battery, aſſiſted the ſoldiers in aſcending after them, and, without farther difficulty, took poſſeſſion of the fortifications, on which, their former defenders taking to flight, they immediately hoiſted Engliſh colours. There ſtill remained an interior and higher work in poſſeſſion of the enemy; but that part of the garriſon which in the beginning of the aſſault conſiſted, in the whole, of about three hundred men, ſeeing the irreſiſtible ardour of the aſſailants, and terrified alſo at the flight of their comrades, hoiſted the white flag as a ſignal of ſurrendering at diſcretion.

The Gloria Caſtle, which more immediately defended the town, now began to fire on the Burford, being the ſhip moſt expoſed, as thoſe which had worked in ahead of the admiral had fallen to leeward. It fortunately, however, ſuſtained no other damage than a ſlight injury to its fore-top-maſt, notwithſtanding the fort continued its fire till night. Mr. Vernon returned this cannonade with briſkneſs; and one of his ſhot having paſſed over the fort above-mentioned, and through the very houſe of the

governor, he was ſo intimidated by that, in addition to the preceding events, that, early on the next morning, he propoſed articles of capitulation for the town and all its dependencies, which were ſigned and concluded in the courſe of the ſame day.

Thus was this important conqueſt effected with an eaſe and expedition almoſt unprecedented, and contrary, perhaps, to the expectations of the admiral's friends, or the hopes of thoſe who were of the oppoſite deſcription. Though we muſt on one hand pay the higheſt tribute not only to the admiral himſelf, but the gallantry alſo of thoſe he commanded, yet we cannot but, on the other, confeſs, that the irreſolution and want of ſpirit on the part of the defenders, contributed almoſt in an equal degree, to facilitate the conqueſt. The news of this ſucceſs was received in England with a degree of extacy ſcarcely to be deſcribed. Mothers even taught their children to liſp out the name of Vernon as an hero whoſe deeds ſtood far beyond all competition; and by one ſingle action he acquired an univerſal popularity which other men, not ſo fortunate, have in vain offered the leſs dazzling, but, perhaps, not leſs valuable actions of a long and well-ſpent life without being able to obtain.

His conduct to the Spaniards after the above conqueſt was effected, although leſs ſpoken of even by his moſt zealous admirers, was not leſs worthy of admiration than that which had more eſpecially attracted their notice. He diſplayed a moderation, a tenderneſs and humanity for the conquered, truly conſonant to the character of a brave man poſſeſſing a great and generous mind. Influenced by his authority and example, the conduct both of the Engliſh ſailors and ſoldiers rather reſembled that of friends than conquerors; while a ſtriking contraſt to that behaviour was diſplayed by the crews of two large Spaniſh guarda coſtas, and a ſloop of war which were then lying in the harbour, who ſpent the night preceding the ſurrender, in plundering the inhabitants, and committing outrages not exceeded by thoſe experienced from an ill-diſciplined and ferocious army on the capture of a town by actual aſſault. The admiral was not ſlow in rewarding the merit of his people, generouſly diſtributing among them ten thouſand dollars in ſpecie, which had arrived for

the payment of the Spaniſh garriſon a few days before the town was taken.

Another circumſtance which redounds highly to the admiral's honour muſt not be omitted. Knowing that ſeveral of the factors, and other perſons employed under the South Sea company, had been very unjuſtly ſeized, rigorouſly treated and impriſoned, he wrote, immediately after the ſurrender of Porto Bello, to the preſident of Panama, in whoſe cuſtody they were, inſiſting, in very ſtrong and peremptory terms, on their immediate releaſe, and the Spaniard, not chuſing to irritate a conqueror whoſe rapid ſucceſs he had ſo lately beheld with diſmay, endeavoured to pacify him by immediately cauſing the perſons he demanded to be conducted to Porto Bello.

The joy of the nation had a better foundation on the ſeveral circumſtances attending the conqueſt, than the mere act of wreſting a poſſeſſion, in itſelf little valuable, from the hands of the enemy. The harbour of Porto Bello was the principal rendezvous of the Spaniſh guarda coſtas which had for ſuch a ſeries of years committed depredations little ſhort of actual piracy; and there was no ſmall degree of ſatisfaction as well as national juſtice in cauſing an enemy to feel the firſt exertion of Britiſh reſentment in the very ſpot, from whence Britain had been moſt inſulted. As it never was intended by government to retain poſſeſſion of their new conqueſt, the vice-admiral immediately proceeded to take on board the different ſhips of the ſquadron all the cannon, ammunition, and ſtores, that were worth removal, and to deſtroy the remainder, together with the fortifications. Theſe different ſervices being completely effected by the 13th of December, the admiral ſailed on that day for Jamaica, where he arrived in ſafety, immediately beginning to refit and revictual his ſhips in preparation for a new expedition.

Theſe duties being accompliſhed, the vice-admiral ſailed from Port Royal on the 25th of February 1740, and arriving off Carthagena bombarded that city for three days, a ſpecies of attack in itſelf little calculated to reduce a place, or cauſe any other effect than that of inſulting and terrifying an enemy. Mr. Vernon ſailed for Porto Bello on the 10th of March, and again quitted it on

the 22d, having refitted his ſmall craft and completed the water of his ſquadron. The next object of his attack was the caſtle of St. Lorenzo, ſituated at the entrance of the river Chagre, a few leagues diſtant from Porto Bello. The Stafford, which was at that time the admiral's ſhip, having ſprung her fore-top-ſail-yard when going in, could not come to an anchor till ten o'clock at night, by which time the fire of the fort was conſiderably reduced, altho' it continued to reſiſt till the morning of the 24th. Campbell cenſures rather warmly Mr. Vernon's conduct in not ſhifting his flag, and going on board the leading ſhip, immediately on the above accident taking place. There does not, however, appear to be any real ground of complaint on the above occaſion; the object of attack was, in itſelf, remarkably inſignificant, capable, in all probability, of being reduced, though with more trouble and difficulty, by a ſingle ſhip of the line; and the gallantry of the admiral, which muſt be admitted by all to have been remarkably conſpicuous on a former occaſion, cannot ſuffer any impeachment, by ſo trifling a miſtake in duty, on one of ſo much inferior conſequence.

The caſtle having, as we have juſt mentioned, ſurrendered on the 24th, the admiral proceeded, as he had done at Porto Bello, to remove all the ordnance and ſtores that were of any value. Theſe being ſhipped, together with 4300 bags of Peruvian bark, and ſeveral other articles of merchandize found in the cuſtom houſe, he next began to demoliſh the fort. This being laid completely in ruins, the admiral having ordered two guarda coſtas, which he found in the harbour, to be deſtroyed, once more returned to Porto Bello, where he arrived on the 1ſt of April. The remainder of the year was conſumed in ſervices ſo little conſequential as to paſs unnoticed. But Mr. Vernon's ſucceſs having conſiderably encouraged the miniſtry to project a more conſequential expedition againſt the moſt formidable of the Spaniſh ſettlements in that quarter of the world, and the nation collectively appearing to ſecond the attempt by the applauſe they beſtowed on the bare rumour of the intention, a ſtrong reinforcement was accordingly equipped and put under the order of ſir Chaloner Ogle. It was the moſt formidable ever ſent from Europe to that part of the world, conſiſting of twenty-

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five ſhips of the line, including the Litchfield, of fifty guns, and a proportionate number of frigates, with a fleet of tranſports, having on board a large body of land forces, conſiſting of twelve or fourteen thouſand men, under the command of lord Cathcart. Three ſhips of this fleet, the Shrewſbury, Torbay, and Superbe, went no farther than the latitude of Liſbon, where they put in; and the Buckingham, of 70 guns, received ſo much damage in a gale which overtook the fleet ſoon after it ſailed, as to be obliged to return to England. The remainder, after watering at Dominica, arrived at Jamaica on January 9, 1741, and having joined the ſquadron already there under Mr. Vernon, he had now a moſt formidable fleet, conſiſting of thirty ſhips of the line. From the application of ſuch a force, what might not have been hoped for? But it was the fate of Britain to have perſons by no means united in opinion at the head of each department of this armament. Lord Cathcart, the original commander-in-chief, a nobleman of the higheſt character, as a ſoldier, and a man of honour, unfortunately died at Dominica, of a dyſentery. After his deceaſe the command of the army devolved on general Wentworth, a man, as it is ſaid, poſſeſſed neither of experience or ability ſufficient to conduct an expedition of ſuch conſequence. His defects, whatever they might be, were rendered ſtill more injurious to the public ſervice, by the total want of cordiality and friendſhip between Mr. Vernon and himſelf; the general diſliked the admiral, and the latter deſpiſed the general. A conſiderable ſpace of time is ſaid to have been ridiculouſly waſted at home in the equipment of the fleet, a circumſtance, if true, unpardonable; and which was, perhaps, as detrimental to the expedition as any other circumſtance, which is generally ſuppoſed to have impeded and prevented ſucceſs.

The admiral had re-victualled and equipped his fleet by the end of January; and he himſelf is charged, both by Campbell and other hiſtorians, with a wanton delay in that buſineſs: it being however accompliſhed, the armament at length put to ſea. A ſecond charge now ariſes againſt the admiral, who is ſaid to have *wilfully* determined to beat up along the coaſt of Hiſpaniola inſtead of ſteering for the Havannah, which he might have reached

in three days, and where he might have aſſured himſelf immediate ſucceſs, as that city, though the moſt conſequential of all the Spaniſh ſettlements in that part of the world, was by no means provided with the means of withſtanding ſo formidable an attack. In a council of war, held off Hiſpaniola, it was determined to attack Carthagena, for which port the fleet accordingly ſteered and came to an anchor, in the bay of Playa Granda near that place, on the 4th of March *. The fleet continued there, and for what reaſon is not known, totally inactive, till the 9th; when the admiral, with his own diviſion and that of ſir Chaloner Ogle, got under weigh, followed by all the tranſports, and brought-to off the fort of Bocca Chica, which defended the entrance of the harbour. The troops, together with a proper quantity of cannon and ſtores, were landed, and the attack of the fort juſt mentioned, appeared to be commenced in earneſt. A variety of miſtakes, are ſaid to have been committed by the general, which the admiral certainly on his part laboured with the utmoſt diligence, on every occaſion, to repair and remedy †. The caſtle of Bocca Chica being abandoned by the enemy, it fell into the hands of the aſſailants on the 25th, as did another fort alſo, called St. Joſeph, which the garriſon deſerted, as it were in a kind of ſympathetic terror.

* On the 12th of that month he was promoted to be vice-admiral of the white.

† The ſoldiers being terribly incommoded by the fire of a faſcine battery on the iſland of Varu, which enfiladed the whole camp. The admiral ordered a conſiderable detachment of ſeamen, under the command of captain Boſcawen, to ſtorm the battery in queſtion. This they immediately carried into effect notwithſtanding it mounted twenty twenty-four pounders, all which they ſpiked and rendered as unfit for ſervice as they were capable of doing. The admiral afterwards ſent commodore Leſtock with five ſhips of the line to cannonade the ſea-front of the Bocca Chica caſtle on the 22d, and again on the 24th, a meaſure which, by making a moſt powerful diverſion, much facilitated the attack from the land ſide. The Spaniards having in ſome degree repaired their faſcine battery, it was a ſecond time ruined by a detachment of ſailors. And, laſtly, when it was determined to ſtorm the caſtle, captain Knowles, with the boats of the fleet manned and armed, was ordered to menace an attack from the ſeaward, in order to divide and diſtract the attention of the enemy.

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The latter was taken poſſeſſion of ſolely by the ſailors; and the admiral reſolving to purſue his good fortune, on perceiving the enemy were preparing to ſink a number of their ſhips of war which were moored to defend the entrance of the harbour, ordered the ſeamen to board and take poſſeſſion of as many as they could. This could not be carried into execution ſo quickly but that the enemy had time to ſink two of them, and burn a third; the Gallicia only, which was the admiral's ſhip and mounted ſixty guns, falling into the hands of the Britiſh. The ſailors next proceeded to cut a boom which was moored acroſs the channel, and without much difficulty ſucceeded afterward in opening a paſſage through the ſunk ſhips, ſo that the fleet was enabled to paſs into the inner harbour. So highly did fortune and the fears of the enemy ſecond and promote the bold attempts of the aſſailants, that the Spaniards abandoned a formidable fort, called Caſtillo Grande, which mounted fifty-nine guns, and, had it been properly and ſpiritedly defended, would have rendered the approach of the Engliſh ſhips to the town extremely difficult, as it completely flanked the entrance juſt mentioned.

Thus far ſucceſs had ſo rapidly followed every motion made both by the fleet and army, that to have doubted of the entire reduction of the city would have been deemed one of thoſe viſionary paroxyſms of infidelity and political ſcepticiſm which burſt forth even in the hour of conqueſt and glory, in deterioration of the honour and conſequence of the moſt brilliant victories. So ſure did Mr. Vernon think himſelf of acquiring a ſecond wreath in addition to that beſtowed ſo munificently on him by the public for his conqueſt at Porto Bello, that he diſpatched an expreſs to England, by which he announced his good fortune in terms ſo ſanguine, that it was received by the whole nation with a joy almoſt exceeding that on the former occaſion, and conſidered by all as the certain forerunner of complete ſucceſs. Here, however, the tide of conqueſt turned againſt this hitherto fortunate man, fort St. Lazar, the Citadel of Carthagena, and the moſt formidable of all its fortifications, ſtill remained to be reduced. Mr. Vernon and general Wentworth differed in their opinion as to the propereſt mode of attack, and mutual contempt for the abi-

lities of each other followed that diſagreement like cauſe and effect.

General Wentworth on his part thought it would be attended with much hazard, difficulty, and the loſs of a multitude of lives to make the attempt by any other means than thoſe uſually practiſed in a regular ſiege. The admiral on his ſide, valuing himſelf, perhaps, highly on his ſkill in reducing forts, encouraged by his extraordinary ſucceſs at Porto Bello, thought no meaſures ſo expeditious and certain as an immediate aſſault. The admiral ridiculed the timidity, as he was pleaſed to term the caution of the general; and the latter complained of a want of due ſupport from the admiral. At length, to convince the latter of the impropriety of his propoſal, brigadier-general Guiſe was ordered, with a detachment of 1200 men, to attempt the fort by ſcalade at break of day on the 9th. The complete failure of the enterprize in ſome meaſure confirmed the propriety of the general's diſapprobation of the mode of conducting it, and the loſs ſuſtained, happening to the flower of the whole army, now much reduced, though more by ſickneſs than the ſword of the enemy, it was reſolved in a general council of war, held immediately ſubſequent to the above failure, to deſiſt from any farther aſſault. Mr. Vernon, as an attempt to convince the general how much he wronged him in complaining of a want of co-operation on his part, ordered, as it were by way of taking his leave of the enemy, the Gallicia, the Spaniſh admiral's ſhip, which he had captured to be fitted up as a floating battery, and, after being warped into the inner harbour, to be moored as near the town as ſhe could be. This being effected, a mutual cannonade of ſome hours continuance immediately took place; but it being at laſt found the diſtance was far too great, ſo that the ſhot made no impreſſion on the fortifications, the veſſel was ſuffered to drive on ſhore, where ſhe was ſoon afterwards ſet on fire by Mr. Vernon's order.

This experiment does not, however, appear to have been in any degree ſatisfactory; many perſons poſitively aſſerting, that in a different part of the harbour there was ſufficient room and depth of water for four or five ſhips of the line to have lain with their broad ſides within piſtol-

ſhot of the walls. Campbell, on this occaſion, quotes Smollet, who, it is well known, was preſent, and whoſe teſtimony of the proof of the above aſſertion, appears to have great weight with him. We ſhould not, perhaps, be perfectly ready to place a full confidence in what is advanced on this occaſion, did the aſſertion reſt on no other evidence than that of Mr. Smollet: that gentleman appears, on ſome ground or other unknown to us, to have conceived a very ſtrong diſguſt to Mr. Vernon, and ſeveral other naval commanders, having not only treated their characters, in his capacity of an hiſtorian, with all the aſperity he was maſter of, but has even attempted, as the uſual dernier reſort of exaſperated wits, to render the ſame perſons ridiculous by introducing them into, and ſatirizing them in his novels. We cannot, however, do otherwiſe than candidly confeſs, the failure of the expedition appears to have been in great meaſure owing to a want of proper exertion, added to the want of that due confidence in each other, between the two commanders-in chief, by ſea and land, which, perhaps, tends as much to enſure ſucceſs as the ſpirit and ardour of the ſeamen and ſoldiers who attend them. The experience purchaſed by this misfortune would not be thought, perhaps, by the nation, too dearly bought, provided that experience prevented any repetition of it in future.

Campbell has with ſome aſperity and juſtly pointed argument, entered into a rather long diſcuſſion of the conduct both of the admiral and general, and the whole of his animadverſions may be reduced to one focus, in which all the circumſtances co-operating to produce the above failure, will in all likelihood, be found to concenter—diſagreement *. After the deſtruction of the different

* Mr. Vernon is ſaid to have been ſo diſguſted at his colleague Wentworth, that he ſolicited to be recalled. But the letters he received from the duke of Newcaſtle, at that time Secretary of ſtate, were ſo extremely flattering, and ſo completely convinced him he ſtood exculpated from every ſhadow of blame both in the opinion of the king and the people, that he afterwards reſolved to retain his command.

forts

forts and batteries, which had fallen into the hands of the Britiſh, the fleet returned to Jamaica, where it arrived on the 19th of May with the miſerable remains of this once powerful army. The admiral uſed the utmoſt diligence in refitting his ſhips; and having received orders from England to retain no greater force with him than was neceſſary for the protection of that quarter, or to cover ſuch inferior deſultory expeditions as might be undertaken without any conſiderable hazard, he ſent home commodore Leſtock with eleven two-decked ſhips and five frigates. Others were ordered out to the different ſtations, where it was thought they could render the moſt effectual ſervice againſt the enemy; and the admiral himſelf, with ſir Chaloner Ogle, put to ſea on the 1ſt of July with a force conſiſting of eight ſhips of the line, one of fifty guns, twelve frigates, fireſhips, and ſmall veſſels of war, having under their convoy a fleet of forty tranſports and ſtoreſhips.

It had been previouſly determined in a general council of war, held at Jamaica on the 26th of May, to make an attack on St. Jago, in the iſland of Cuba, as ſoon as the fleet and army ſhould be in a proper condition to undertake ſuch an expedition. This poſt, which was at beſt of no very great importance though conſidered as a preliminary ſtep to the conqueſt of the iſland itſelf, was to be firſt attempted. But as if ſucceſs would have been too certain if ſought for by the means on ordinary occaſions deemed neceſſary to enſure it, it was, as though determined to put as much to the hazard as poſſible, reſolved to land the troops at a diſtance of upwards of ſixty miles, over land, from St. Jago, inſtead of aſſaulting the place itſelf, which being of no very great ſtrength, would, in all human probability, have fallen an eaſy conqueſt to the cordially united abilities of Mr. Vernon and general Wentworth. The troops were landed on the 18th, and, as if the admiral was himſelf thoroughly ſatisfied the complete conqueſt of the iſland was as good as effected by that ſingle effort of hoſtility, he immediately changed the name of the port which he had thus taken poſſeſſion of, without oppoſition, from Walthenham to Cumberland harbour. The news of this ſtep was immediately tranſmitted to Britain, where, with that ardent and ſanguine enthuſiaſm ſo natural to Engliſh-

Engliſhmen, it was conſidered as the certain forerunner of the moſt important advantages *.

A very ſhort time convinced them of the extreme folly of this deluſion. General Wentworth, after having continued on ſhore till the 5th of October totally inactive, except ſending out ſmall reconnoitring parties ſhould be conſidered as one of the greateſt efforts of a warlike mind, on that day informed Mr. Vernon, that he feared it would be impoſſible for him to penetrate by land. This opinion was confirmed by a council of war, compoſed of land officers only, held on the 9th; and after continuing in the ſame camp for ſix weeks longer, equally inactive, the troops reimbarked on the 20th of November, and returned diſpirited, and in a condition very unlike that of conquerors, to the ſame port from whence they had ſailed a few

* "On their arrival at Walthenham they had the pleaſure to find themſelves poſſeſſed of the fineſt harbour in the Weſt Indies, capable of containing *any number* of ſhipping and ſecure againſt *the* hurricanes, to which the admiral immediately gave the name of Cumberland, in honour of his royal highneſs the duke."—Gazette, No. 8061.

The reaſons given, by Campbell, for the admiral's conduct, which muſt certainly appear extraordinary to all who are not thoroughly convinced of the propriety of its cauſe, tend very much to exculpate him; and although we do not entirely give our aſſent to the truth of his argument, it would be uncandid to ſuppreſs a ſingle ſyllable that could contribute to raiſe ſo well-known a character in the public eſteem.

"The iſland of Cuba is not only the largeſt of the Antilles, but it is alſo ſaid to be the moſt fruitful and healthy of any in the Weſt Indies.

"There were, at this time, twelve Spaniſh ſhips of the *line* at the Havannah, a populous city on the weſt ſide of the iſland, where the governor reſides, and where there were ſtrong fortifications and a numerous garriſon; for theſe reaſons, though the conqueſt of the whole iſland was ultimately intended, it was thought adviſeable to begin with St. Jago, a leſs conſiderable city on the eaſtern coaſt. Walthenham harbour lies about eleven leagues ſouth-weſt from St. Jago, and diſtant by land about ſixty miles, on which ſide the city is almoſt entirely defenceleſs. Its fortifications to the ſea were not formidable; but the entrance into the harbour is ſo extremely narrow, and the navigation ſo dangerous, that nature has ſufficiently ſecured it from a naval attack: on theſe conſiderations it was reſolved, in a general council of war, held on board the admiral, on the 20th of July, to land the troops immediately, and take the city of St. Jago by ſurprize."

months

months before, vainly flattering themſelves with the hope of effecting a complete conqueſt of all the Spaniſh Weſt Indies.

Mr. Vernon, after his return, did every thing in his power to render the force under his particular command as ſerviceable as poſſible againſt the enemy. By his prudent diſpoſition, aided by the activity of the different commanders, a conſiderable number of prizes were made both of force and value. On the 15th of January a long expected reinforcement of two thouſand marines arriving at Jamaica, under convoy of two ſhips of fifty guns and a frigate, the hopes of obliterating from the memory of their countrymen all their former diſgraces and diſappointments, appeared once more to revive in the hearts of the few brave ſurvivors. Before the concluſion of the month it was reſolved, in a council of war, to land at Porto Bello, and, marching acroſs the iſthmus of Darien, to attack Panama, a rich town ſituated on the South Sea. Two months, however, unavoidably elapſed before the fleet was in a condition to ſail. At length, every difficulty being overcome, the admiral put to ſea about the middle of March with eight ſhips of the line, five ſmaller veſſels, and forty tranſports, having on board a corps conſiſting of three thouſand effective men, beſides a body of five hundred negroes raiſed for the expedition by governor Trelawney, who himſelf accompanied it.

This armament anchored in the harbour of Porto Bello on the 28th; and the Spaniſh governor having immediately on diſcovering the ſhips, marched for Panama with all the troops under his command, which conſiſted of only three independent companies of Spaniſh troops and two of mulattoes; the admiral was ſanguine enough to think no obſtacle now remained that could prevent the troops from commencing and continuing their march unmoleſted to the deſired object of attack.

It appears that Mr. Vernon on this occaſion placed greater confidence in the promiſes and reſolves of a council of war than they truly ſeem to have deſerved. He was not yet ſufficiently taught by the event of the former expedition to doubt of ſucceſs, where it depended on marching a body of troops for ſo conſiderable a diſtance in an enemy's

enemy's country, a country too remarkably unfavourable, and, indeed, deſtructive to european conſtitutions. The vice-admiral was a man moſt undoubtedly poſſeſſed of a very ſtrong and intrepid kind, of a temper habituated to the contempt of difficulties, thinking that no obſtacle was unſurmountable when oppoſed by ſpirit and activity; but with the nature of the operations of an army acting at a diſtance from his ſhips, he certainly could be but little acquainted, and was, perhaps, too apt to conſider a prudential attention in the general, to the lives of his ſoldiers, as the effect of timidity. The ill ſucceſs which attended every enterprize undertaken during this ill-fated expedition, is a convincing and irrefragable proof, that a want of perfect harmony and good underſtanding is as deſtructive to public ſervice as any other want that can occur in it.

The ſanguine and eager temper of the admiral received a dreadful ſhock from the reſolution of a ſecond council of war, compoſed of land officers only, held immediately after the landing of the troops. The advanced ſeaſon, the force of the army reduced by ſickneſs, and the ſeparation of ſeveral of the tranſports with troops, added to a report that the garriſon of Panama had received a conſiderable reinforcement independent of that which had retired from Porto Bello, were deemed reaſons unanſwerable for not purſuing the expedition any farther. Mr. Vernon was far from ſatisfied with the concluſion drawn from ſuch premiſes, but was reluctantly obliged to ſubmit to an opinion he held in utter contempt. The army reimbarked and ſailed from Porto Bello early in the month of April, but did not reach Jamaica till the 15th of May. After this time we do not find any expedition to have been undertaken during the time he continued to command on the Jamaica ſtation. Miniſtry were at length convinced of the extreme impropriety of continuing two men of ſuch jarring tempers any longer in the ſame command. An order of recal, which had been often ſolicited in vain on the part of the vice-admiral, was ſent out, by captain Fowke, in the Gibraltar frigate; and that veſſel arriving at Jamaica on the 23d of September, on the 18th of October the vice-admiral ſailed for England, reſigning his command to ſir Chaloner Ogle.

Mr.

Mr. Vernon, after his arrival in England, continued to be unemployed till the year 1745, but in the interim was, on the 9th of Auguſt 1743, advanced to be vice admiral of the red. His retirement appears to have been compulſive and borne with a very conſiderable degree of impatience, as appears by a curious letter * ſaid to have been written by

* "Sir, Nacton, June 30, 1744.

"As we that live retired in the country often content ourſelves with the information we derive from newſpapers on a market-day, I did not ſo early obſerve the advertiſement from your office of the 23d of this month, that, in purſuance of his majeſty's pleaſure, the right honourable the lords commiſſioners of the admiralty had made the following promotions therein mentioned, in which I could not but obſerve there was no mention of my name amongſt the flag officers, though by letters of the 10th inſtant you directed to me as vice-admiral of the red, and (by their lordſhip's orders) deſired my opinion on an affair for his majeſty's ſervice, which I very honeſtly gave them, as I judged moſt conducive to his honour, ſo that their lordſhips could not be uninformed that I was in the land of the living.

"Though the promotions are ſaid to be made by their lordſhip's orders, yet we all know the communication of his majeſty's pleaſure muſt come from the firſt lord in commiſſion, from whom principally his majeſty is ſuppoſed to receive his information on which his royal orders are founded; and as it is a known maxim of our law, that the king can do no wrong, founded, as I apprehend, on the perſuaſion that the crown never does ſo but from the miſinformation of thoſe whoſe reſpective provinces are to inform his majeſty of the particular affairs under their care. The firſt ſuggeſtion that naturally occurs to an officer, that has the fulleſt teſtimonies in his cuſtody, of having happily ſerved his majeſty in the command he was intruſted with to his royal approbation, is, that your firſt commiſſioner muſt either have informed his majeſty that I was dead, or have laid ſomething to my charge, rendering me unfit to riſe in my rank in the royal navy, of which, being inſenſible myſelf, I deſire their lordſhips would be pleaſed to inform me in what it conſiſts, having both in action and advice, always, to the beſt of my judgment, endeavoured to ſerve our royal maſter with a zeal and activity becoming a faithful and loyal ſubject, and having hitherto received the public approbation of your board. I confeſs, at my time of life, a retirement from the hurry of buſineſs, to prepare for the general audit, which every Chriſtian ought to have perpetually in his mind, is what can't but be deſirable, and might rather give me occaſion to rejoice, than any concern, which (I thank God) it does very little; yet that I might not by any be thought to be one that would decline the publick ſervice, I have thought proper to remind their lordſhip's I am living, and have (I thank God) the ſame honeſt zeal reigning, in my breaſt, that has animated me on all occaſions to approve myſelf a faithful and zealous ſubject and ſervant to my royal maſter;

by him to Mr. Corbett, who was at that time ſecretary to the board of admiralty. Whether or no it was the immediate cauſe productive of the deſired effect we cannot pretend to determine, but after having two or three times amuſed himſelf in a ſimilar manner by arraigning the conduct of miniſters, as well as by making them the general theme of his reprobation in the houſe of commons, he was, on the 23d of April 1745, promoted to be admiral of the white, and appointed to command the fleet ordered to be equipped for the north ſea, in conſequence of the impending invaſion of Scotland in favour of the Pretender. It was at one time in contemplation to have appointed him preſident of the court-martial aſſembled for the trial of the admirals Mathews, Leſtock, and the reſt of the officers accuſed of being concerned in the miſcarriage off Toulon; but this idea was preſently abandoned, and we muſt confeſs, not improperly, when we conſider the impetuous temper of the worthy admiral, which appeared but little calculated for a ſtation requiring ſo much patience, coolneſs, and deliberate judgement.

In the month of Auguſt he had his flag flying on board the St. George in Portſmouth harbour; but his ſquadron being ſoon afterwards equipped, he removed into the Norwich and ſailed for the Downs, where he continued, the intervals of cruiſing excepted, during the greateſt part of the enſuing winter. This period of his command was, perhaps, the moſt intereſting of his whole life; and it is but bare juſtice to his memory to confeſs, no man could have been more diligent or more ſucceſsful in that particular ſervice to which the neceſſities of his country called him. The prudent diſpoſition of his cruiſers totally prevented the introduction of any conſequential ſuccour, and the ferment as well as fear of that part of the nation, fartheſt removed from the ſcene of action, was conſider-

maſter; and if the firſt lord commiſſioner has repreſented me in any other light to my royal maſter, he has acted with a degeneracy unbecoming the deſcendant from a noble father, whoſe memory I reverance and eſteem, though I have no complements to make to the judgment or conduct of the ſon, &c. &c.

"EDWARD VERNON."

"To THOMAS CORBETT, eſq.
ſecretary of the admiralty."

ably

ably allayed by the firm confidence all ranks of people placed in the circumſpection and diligence * of this very popular character.

This was truly the zenith of his glory; and a continued propriety of conduct might have enſured to him that laſting fame which neither the obloquy of party, nor the envious malice of hiſtorians attached to it, would ever have been able to traduce. It was not, however, in the nature of Mr. Vernon to be content with acquiring honour by the ordinary methods. His impetuoſity had aſſumed a power of acting, on all occaſions, independent of every control or oppoſition; and this principle, which never failed to diſplay itſelf in every tranſaction of his life, was, in all human probability, the bane of that ſucceſs which his own gallantry, had it remained pure and unalloyed, would not have failed to have procured, on every occaſion, where it was exerted.

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* As a proof this opinion was not miſplaced, we have inſerted one of his letters, written at, perhaps, the moſt critical moment of the whole period.

"Sir, Norwich, in the Downs, Dec. 20.

"As for the intelligence I have procured laſt night, of the enemy's having brought away from Dunkirk great numbers of their ſmall imbarkations, and many of them laden with cannon, field-carriages, powder, ſhot, and other military ſtores, the Iriſh troops being marched out of Dunkirk towards Calais, general Lowendahl, and many other officers, being at Dunkirk, with a young perſon among them they call the prince, and was ſaid to be the ſecond ſon of the Pretender; and as I can't but apprehend they are preparing for a deſcent from the ports of Calais and Boulogne, and which I ſuſpect may be attempted at Dungeneſs, where many of my cruizers are in motion for; and I have ſome thoughts of moving to-morrow with part of my ſhips, if the weather ſhould prove moderate for a deſcent. I thought it my duty, for his majeſty's ſervice, to adviſe you of it; and I deſire you will communicate this my letter to the mayor of Deal, and that the neighbouring towns ſhould have advice for aſſembling for their common defence; and my cruizers ſignals for diſcovering the approach of an enemy, will be their jack flag flying at their top-maſt-head and firing a gun every half hour, and to deſire they will forward the alarm.

"I am, ſirs,

"To John Norris, eſq. at Deal caſtle, or to the mayor of Deal in his abſence." "Your humble ſervant,

"E. VERNON."

The

The admiral ſailed from the Downs, on a cruiſe, the latter end of December, having his flag on board the Monmouth, of ſeventy guns, with three ſhips of fifty guns, two of forty, five frigates, and fifteen tenders, the greater part of them privateers, which the admiral had taken upon him to retain in the ſervice. The dæmon of popularity had infected him, and ſome very new and extraordinary regulations which, in conſequence of that mania, he had taken upon him to make, being diſapproved of by the board of admiralty, produced a remonſtrance on their part, and a paſſionate reply on that of Mr. Vernon.

He returned to the Downs in a very few days afterwards and ſtruck his flag, which he never again re-hoiſted, he himſelf not chuſing to ſubmit to the trammels of rules, regulations, and common uſage, and adminiſtration not being over anxious to entruſt a command with a man whom they found they muſt never preſume to control. The admiral, as is cuſtomary in all political diſputes, was extremely violent: he appealed to the public; and, as his laſt reſort, burſt forth in paper attacks on the meaſures of adminiſtration, and the immediate conduct of miniſters to himſelf. The people read; ſome few pitied and thought him an injured man; a greater part more ſeriouſly judging his caſe, from his own ſtatement, condemned him; but by far the greateſt number turned from the diſpute as a matter in which they felt no ſort of concern *.

The

* We have ſelected the following curious letters from the controverſy, which, as we believe them to be ſcarce, will probably at this diſtance of time be not unentertaining.

"Extract of a letter from admiral Vernon to the ſecretary of the admiralty.

"I could not but be under ſome ſurprize what could be meant by the expreſſion in your letter, of having kept all my great ſhips in the Downs, and employed only my frigates for gaining intelligence, while the enemy's ſhips have paſſed backwards and forwards between Oſtend, Dunkirk, and Calais, at their leiſure, without hindrance or moleſtation. I cannot conceive where you have picked up ſuch intelligence, ſo contrary to what is the fact, as my former letters have related to you, to inform their lordſhips of, viz. That amongſt other frigates employed on ſuch ſervices were the Eagle, York, and Carliſle, which have been ever ſince the 11th of December, acting under my orders only, though your letter, ſir, mentions them as privateers, as if they were

The reaſon aſſigned by moſt perſons for his ſudden diſmiſſion from the ſervice, and at ſo critical a time, is, that it

were acting under their own orders. Within that time, I muſt repeat it now, five galliot boys have been taken coming from Havre de Grace to Boulogne, and ſent into Dover; and of thoſe coming from Dunkirk, going to Calais, a dogger, laden with five pieces of cannon, ſeveral field carriages, one hundred barrels of gunpowder, and other military ſtores, has been ſet fire to, and ſeen to blow up in the air by captain Gregory, who was with them in a cutter on that ſervice, two of their ſhallop fiſhing boats ſunk, twelve others of them chaſed on ſhore, and three with cannon and military ſtores brought into Dover. A Calais dogger privateer has been taken, of ſix guns and fifty men, thirty-one of which I have on board the Princeſs Louiſa, and have deſired vice-admiral Martin to give himſelf the trouble of examining ſome of them, to try if better intelligence cannot be procured from them, than what captain Hill has been able to gather from them, which you had incloſed in my yeſterday's letters, as you have had of the twelve ſail of ſhips chaſed from within two leagues of Calais back into Dunkirk road, by the Saphire and Folkſtone, one of which they chaſed on ſhore upon the ſands, and the pilot would not venture ſo near as the captain took upon himſelf to do. Surely theſe are inſtances of the enemy's having been watched much cloſer than could have been expected in this winter ſeaſon: and what are the large ſhips I have kept in the Downs? the Norwich and Ruby, two fifty gun ſhips; for, till the arrival of the Monmouth and Falkland, I have had no other. I thank God, by a prudent conduct, the enemy have been prevented from ſailing either from Dunkirk or Oſtend for this month paſt, and none of his majeſty's ſhips have been ſhipwrecked by any imprudent diſpoſition of them; ſo that I think I have acted prudently and ſucceſsfully to his majeſty's ſervice, though in many of your letters I have been treated as if I had done neither. As to my reaſons for mentioning the counties of Kent and Suſſex to be my province, I have ſome letters of yours that mention it to me as ſuch, in which it appears to me pretty fully expreſſed. I ſhall always ſerve my royal maſter with a ſincere zeal for his ſervice, and with the utmoſt diligence, reſolution, and capacity that I am capable of; and while my ſervices are approved of, I ſhall alway continue them with pleaſure; but if I am judged not to have a capacity for it, as by the ſtile of your letter ſeems to be inſinuated, ſure it is the fault of a ſincere zeal to ſay, that if you have thought of any one you judge more proper for it, all that I deſire is, that his majeſty may be moſt effectually ſerved, and I ſhall with pleaſure reſign my command I have to him.

"Captain Knowles has brought another letter of yours of the 23d; he is come to ſerve with me as a volunteer; and as I well know captain Knowles's zeal and activity for his majeſty's ſervice, his coming gives me a particular pleaſure, as I ſhall be glad to adviſe with him for his majeſty's ſervice, and at all times ready to furniſh him with any opportunity, that he can ſuggeſt to me, for our royal maſter's ſervice,

it was in conſequence of his majeſty's ſpecial command, becauſe he had written two pamphlets, in which he had inſerted

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ſervice, and defeating the enemy's intentions for invading his majeſty's dominions. Their lordſhips will ſee my orders to vice-admiral Martin; I have ſtrengthened his command with all the force their lordſhips have ordered for watching the enemy's motions from Oſtend and Dunkirk: and as to the four ſhips lately arrived from Cape Breton, which by their lordſhip's orders of the 23d I am to take under my command, thoſe I hope to meet withal in their paſſage here, and ſhall incorporate into my diviſion upon my meeting with them, or detach a part of them to join vice-admiral Martin, as ſubſequent intelligence ſhall make neceſſary. Nothing either has or ſhall be omitted for his majeſty's ſervice, that I can think of, or any one can ſuggeſt to me to be moſt expedient for it; and you have always had copies of the orders I have iſſued for that purpoſe ſent for their lordſhip's approbation.

" I am, Sir, &c.

" Dec. 28th. " E. VERNON."

" Extract of a ſecond letter to the ſame.

" This morning captain Scot, of the Badger, came on board me with a letter from vice-admiral Martin; and though the vice-admiral has, as he ſays, ſent you copies of them, yet, as the advice was ſent to me, I chuſe to do the ſame.

" It could not but give me great pleaſure to find the gentleman's letters from Holland entirely confirms the intelligence I have given their lordſhips, and to find that he thinks with me likewiſe, that my diligent exertion of my duty has even been ſaid there to have fruſtrated their intentions of invading this part of the kingdom this laſt full moon, of which nothing could give me greater pleaſure, than having rendered ſuch effectual ſervice to his majeſty, and my country, though I have been treated in that contemptuous manner in your letters. I have given captain Hill the orders, you have incloſed a copy of, for his weighing with the firſt of the flood, for making a freſh inſpection at Calais this evening or to-morrow morning. As ſoon as the windward tide makes I ſhall weigh with the ſquadron, and keep plying and exerciſing my ſhips in line of battle, and for being ready at hand on any advice of the enemy's motions, till I have but barely time for anchoring in the Downs before it is night, when I ſhall obey their lordſhip's commands, conſign the command of the fleet to vice-admiral Martin, then ſtrike my flag, and go on ſhore, purſuant to their lordſhip's orders.

" I am, &c.

" January 1ſt. " E. VERNON."

inſerted the letters of the ſecretary of ſtate, as well as thoſe he had received from the board of admiralty. This we believe

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" Extract of a letter from admiral Vernon to his grace the duke of Bedford, firſt lord of the admiralty.

" As I am conſcious I have done nothing ever juſtly to forfeit that good opinion that engaged your grace to honour me with your patronage and friendſhip, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithſtanding the late incident of my being hunted out of my command by the operative malice of ſome malicious and induſtrious agent, that is too well ſkreened over for my being able particularly to diſcover him, and point out who it is; ſo that muſt remain to me a ſecret, till ſome happy providence in courſe of time may more clearly diſcover it, not being nevertheleſs in my own mind doubtful, but I can trace the original cauſe of it, and gueſs pretty nearly at who may be the concealed director of it. As the pen of the ſecretary of the admiralty conveyed theſe bitter ſhafts that were levelled at me, I thought it right to ſuggeſt, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive from it, from which I thought it my duty to acquit him on a gentleman-like apology in regard to his office, which I was no ſtranger to its being his duty to obey, and on an aſſurance of a good will he had always profeſſed, and I well know I had never given him occaſion to alter the ſentiments of a profeſſed friendſhip for me.

" One of the occaſions taken to juſtify this conduct towards me has been, that I had, within the Channel of England, on a ſhip's ſervice being immediately wanted for proceeding to ſea, and being without a gunner (certainly a neceſſary officer for her defence) and which I could not think myſelf juſtified in permitting to go to ſea without, preſumed, as it is called, to warrant a gunner to her, for to proceed to ſea in her, as I judged it to be abſolutely neceſſary for his majeſty's ſervice, and the defence of the ſhip.

" Having now ſtated the fact, my ſentiments are, that to ſupport the neceſſary command of the officer the king had appointed, it was the government's intereſt that the commander-in-chief ſhould name all officers that fell vacant, and has not been denied while the depending ſervice was eſſential, but pretences have been made from the admiralty, that the ſhips were not aſſembled, or not under orders, and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's ſervice; for when the people of the fleet ſee their commander in chief can neither ſupport their pretentions of merit, nor his own authority over them, they muſt naturally look after thoſe who are no judges of their ſervice, and renders the commander contemptible to the fleet: this power is known to have been abſolute in the commander's-in chief in the Channel, and in one who has added honours to your grace's family; and when that power has been wanting,

believe to have truly been the cauſe of his being ſtruck off the liſt of admirals, which was done on the 11th of April; but he himſelf voluntarily, and, indeed, wilfully, quitted his command three months before. From this time he lived almoſt totally in retirement, troubling himſelf but little with public affairs. After a temperature of mind for eleven years, which he would never have experienced had he continued a public character, he died in an advanced age, at his ſeat at Nacton in Suffolk, on the 30th of October 1757.

Of all men who have been fortunate enough to obtain celebrity as naval commanders, few appear to have taken greater pains to ſully their public fame by giving full ſcope to all their private feelings: yet probably, for this not very uncommon reaſon, he roſe the greater favourite of fortune, in the minds of the people, to that pinnacle of popularity, the height of which was, indeed, great enough to dazzle and diſtract the firmeſt minds; ſo that to the infirmity of human nature may, in ſome meaſure, be aſcribed that extravagance of conduct which might otherwiſe be more condemned. To ſay he was a brave, a gallant man, would be a needleſs repetition of what no perſon has ever preſumed to deny him. His judgement, his abilities, as a ſeaman, are unqueſtioned; and his character, as a man of ſtrict integrity and honour, perfectly

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wanting, it has, I believe, been always found prejudicial to the ſervice of the crown and proſperity of the kingdom.

"I ſhall now only add, that I am at preſent detained here for having my baggage embarked for proceeding to Harwich in one of the armed veſſels vice admiral Martin has been ſo obliging to aſſign me, to carry it to my houſe on the Ipſwich river.

"I propoſe at preſent being in London by Tueſday or Wedneſday night; whenever it is I ſhall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace; and afterwards, before I ſet out for Suffolk (if it has your grace's approbation) to be preſented by you to pay my duty to his majeſty. And the favour I ſhall now deſire of your grace is, that your porter may have orders from you to let me in, if ſuch a viſit be agreeable to your grace; and if not that I may be told ſo, not to give an unneceſſary trouble to you or myſelf.

"E. VERNON."

N. B. All the foregoing letters are given verbatim, a circumſtance neceſſary to be made known, as it may tend among the curious to render them more acceptable.

unſullied. How muſt we lament then that points ſo brilliant ſhould have their luſtre dimmed by the dark ſhade of obſtinacy, vanity, and intemperate folly! Yet when we really find theſe ſeveral heterogenous qualities ſtrangely mingled in one perſon, we ſhould, thinking humanely of his failings, conſider them as foils uſed to encreaſe the luſtre of the virtues which are ſet on them, and lament that the brighteſt jewels which can adorn the human mind ſhould need ſuch extraneous aid to render them moſt conſpicuous *.

WALPOLE, Galfridus, — was the youngeſt ſon of Robert Walpole, eſq. repreſentative in parliament for the borough of Caſtle Riſing. His family was one of the

* The force under Mr. Vernon when he ſailed from Spithead on the expedition againſt Porto Bello, conſiſted of four ſhips of ſeventy guns, three of ſixty, one of fifty, and one of forty; of theſe he left three of ſeventy guns, the Lenox, Elizabeth, and Kent, to cruiſe off Cape Ortugal for thirty days, in hopes that they might fall in with the Azogues ſhips which were daily expected in Spain, ordering them to return to England at the expiration of their cruiſe. He alſo ſtationed the Pearl, of forty guns, to cruiſe for three months between Liſbon and Oporto, ſo that the force he carried to the Weſt Indies conſiſted only of five ſhips. We muſt here beg leave to correct an error in page 352 Captain Watſon is there ſtated to have been captain of the Hampton Court under commodore Brown: that gentleman was captain to the vice-admiral in the Burford, and captain Dent was with the commodore. We have to add to Mr. Vernon's parliamentary hiſtory, that he was, in 1727, choſen repreſentative for Penryn, in Cornwall; and, in 1741, was member for Portſmouth, choſen, though abſent, as we believe, in conſequence of his ſucceſs at Porto Bello. He afterwards returned to a ſtation he had before held of repreſentative for Ipſwich.

The firſt commiſſion he ever received as a naval officer we believe to have been that of ſecond lieutenant of the reſolution, one of the ſhips ſent, in 1702, to the Weſt Indies under commodore Walker. In this ſtation he is ſaid to have acquired that complete knowledge of the Weſt Indies which was afterwards ſo ſerviceable both to himſelf and his country. In the year 1704 he ſerved on board the fleet, under ſir George Rooke, which convoyed the king of Spain to Liſbon. He there received from his majeſty's own hand a valuable diamond ring, and a purſe of one hundred guineas. He was afterwards preſent and very much diſtinguiſhed himſelf at the battle off Malaga; as he did alſo in many of the moſt honourable naval events ſubſequent to that time, and prior to his promotion to the rank of captain.

greateſt

greateſt antiquity * and conſequence in the county of Norfolk; but neither that circumſtance, nor the additional one of both his elder brothers having been raiſed to the rank of peers †, have reflected on him ſo much honour as his own intrinſic merit and high magnanimity of ſpirit. Having entered very early in life into the navy, and, according to the eſtabliſhed rules of the ſervice, paſſed through the neceſſary ſubordinate ſtations and ranks, he was, on the 17th of October 1706, promoted to the command of the Feverſham. We do not find any material mention made of him till the year 1709, when he was

* All antiquarians agree that ſirnames have been originally taken from towns, offices, and the like. The family of Walpole, therefore, has its denomination from Walpole in Norfolk, where they were enfeoffed of lands belonging to the See of Ely, and was in England before the conqueſt, as appears by ſeveral authorities. The firſt perſon, however, whom we find particularly named is Reginald de Walpole, living about the time of the conqueſt. The grandſon of Reginald was Henry de Walpole, who held one knights fee in Houghton in the reign of Henry the Second.

Another Henry de Walpole, probably ſon of the former, was a perſon of much eminence, adhering to the barons in the reign of king John, and being taken priſoner, he was obliged to pay a fine of one hundred pounds (an immenſe ſum in thoſe days) before he could obtain his deliverance. This appears from the king's mandate to Peter de Maule, dated at Lincoln, Sept. 18, 1216, in which he ſignifies having received ſatisfaction for the ſaid fine; and commands him to releaſe the ſaid Henry from being his priſoner, he giving ſecurity, by oath and by his charter, faithfully to adhere to the king, on the forfeiture of all his lands, if he ſhould again revolt.

The family of Walpole hath ever ſince flouriſhed in the ſame place, (Houghton) many of them having been of the degree of knights, and returned to different parliaments as repreſentatives for the county. Edward Walpole, the grandfather of Galfridus, was elected repreſentative for the borough of Kings Lynn, in the parliament which began at Weſtminſter April 25, 1660, and voted the reſtoration of king Charles the Second. He himſelf and his father joined with ſir Horatio Townſhend in fortifying the haven of Kings Lynn, and raiſing forces for his majeſty's reception in caſe he had not been peaceably reſtored; for which ſervices he was created one of the knights of the bath on the 19th of April 1661. This ſir Edward was a man moſt highly eſteemed; and the corporation of Lynn had ſo high a ſenſe of his integrity that they preſented him with a noble piece of plate, as a teſtimony of that good opinion.

† Robert Walpole, eſq. better known as ſir Robert Walpole prime miniſter of England, afterwards created earl of Orford, and Horatio Walpole, created lord Walpole of Wolterton, in Norfolk.

appointed captain of the Lion, of ſixty guns. He was ſoon afterwards ordered to the Mediterranean, where, in the month of March 1710-11, he diſtinguiſhed himſelf very remarkably in an action with four French ſhips of war, mounting, as it is ſaid in the Gazette, No. 4837, ſixty guns each.

Captain Walpole had been ſtationed by ſir J. Norris, at that time commander-in-chief in the Mediterranean, with the Lyme frigate, and Severn, of fifty guns, under the orders of captain Pudner, who commanded the latter ſhip, to cruiſe off the bay of Vado, while the main fleet lay there at anchor.

When the enemy's ſhips were firſt deſcried, captain Walpole and his companions were in ſight of the fleet; and on a ſignal made by them, ſir John Norris detached the Naſſau and Exeter, and afterwards the Dartmouth and Winchelſea, to their aſſiſtance. The action had, however, commenced, and, indeed, nearly ended, before even the ſhips firſt diſpatched could get up. The Severn was ſo much diſabled as to be obliged to quit the conteſt and put back into Vado road, attended by the Lyme. Captain Walpole, encouraged by the ſight of the ſhips which the admiral had ordered out to ſupport him, continued the chace and action notwithſtanding this misfortune and the ſuperior force of the enemy. His gallantry did not, however, meet with the reward it very juſtly merited. After a very ſpirited conteſt, in which he himſelf was unfortunate enough to loſe his right arm, and to have upwards of forty of his people killed and wounded, his ſhip was ſo much diſabled as to prevent him from continuing the action, which neither the accident he had perſonally ſuſtained, nor the ſlaughter among his people, would have been inducements ſufficient to have made him deſiſt from *.

Captain Walpole after his recovery continued to command the ſame ſhip, and remained alſo on the ſame ſtation till the concluſion of the war, but without meeting with any other occurrence memorable enough to be recorded, except having, in the month of January 1711-12, captured a large French privateer, mounting forty-four guns, and

* The action was afterwards, though unſucceſsfully, continued, by captain Raymond in the Exeter, as may be ſeen in his life.

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two or three inſignificant trading veſſels. He does not appear to have ever gone to ſea after the concluſion of the peace of Utrecht; and his retirement was in all probability occaſioned merely by the accident which had befallen him. He was choſen repreſentative for the borough of Leſtwithiel, in the firſt parliament called after the acceſſion of king George the Firſt; and, as an honourable kind of ſinecure, was appointed captain of the Peregrine yacht. He was not long afterwards made treaſurer of Greenwich hoſpital*; and, on the 8th of April 1721, was nominated joint poſtmaſter-general, and commiſſioner for the regulation of the poſt office. In this ſtation he continued till his death, an event which took place on Auguſt 7, 1726.

WILLIAMS, John,—entered into the navy very ſoon after the revolution; and, in the year 1693, was appointed third lieutenant of the Cornwall, of eighty guns. Nothing farther relative to him has come to our knowledge till his appointment, on the 25th of September 1706, to be captain of the Experiment. He was afterwards promoted to the Dover, which ſhip he commanded, being ſtationed as a cruiſer at the entrance of the Channel in the month of June 1709; and appears to have been very active and ſucceſsful in capturing ſeveral prizes, though of no conſiderable value and conſequence. He was afterwards made captain of the Firme, in which ſhip he died on the 6th of November 1711.

WINDAR, or WINDER, Joſeph.—We do not find any mention made of this gentleman till his appointment, on the 1ſt of December 1706, to be captain of the Arundel frigate; and are again ignorant of any particulars concerning him till the year 1711, when he commanded the Kingſton, of ſixty guns, one of the ſquadron ſent, under the command of ſir Hovenden Walker, on the unfortunate expedition againſt Quebec. While the ſquadron was on its paſſage to Boſton, the Kingſton was detached to New York with orders to eſcort from thence ſuch ſtoreſhips and victuallers as had been collected for that expedition. Captain Windar followed ſir Hovenden into the river St. Lawrence, but does not appear to have been with the fleet at the time the fatal accident befel it, which put a period to the expedition.

* In the month of February 1714-15.

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We do not find him mentioned as captain of any ſhip after the peace at Utrecht till the year 1718, when he commanded the Rocheſter of fifty guns, one of ſir George Byng's fleet, then ordered for the Mediterranean. In this ſhip he was preſent at the memorable engagement with the Spaniſh fleet off Sicily, being ſtationed to lead the fleet on the larboard tack. After his return to England, at the concluſion of the war, it is moſt probable he retired from the ſervice, as we do not find him commander of any other ſhip till the year 1734, when he was appointed to the Lenox, of ſeventy guns, a command he reſigned almoſt immediately afterwards, probably on account of ill health. We have not been able to collect any other information concerning him, except that he died on the 19th of March 1737-8.

1707.

BOWLER, Robert,—was, in the year 1696, appointed fifth lieutenant of the Royal William, a firſt rate. After having ſerved with much reputation in a ſimilar ſtation on board different ſhips, he was, on the 28th of January 1707, appointed captain of the Experiment, by commodore Kerr, who had, at that time, the command of the ſquadron at Jamaica. Captain Bowler is mentioned in the addreſs preſented to queen Anne, by the houſe of lords, in the month of February 1707-8, againſt Mr. Kerr, and is there charged as a party involved in the ſame delinquency, which was puniſhed with the diſmiſſion of that gentleman: Mr. Bowler moſt probably was deemed unexceptionable from the conſideration of his acting in only a ſubordinate ſtation, for no farther notice was taken of this matter far as he was concerned. We do not, however, find any other mention made of him during the war; nor is it ſtated that he held any command till 1720, in which year he was appointed to the Bedford, of ſeventy guns, one of the fleet ordered for the Baltic, under ſir John Norris. He continued to command the ſame ſhip during the

the following year, and was alſo employed on the ſame ſervice as in the preceeding. No other mention being made of him, it is natural to conclude he retired from the ſervice when he quitted the Bedford, which he did at the concluſion of the year 1721. He died on the 22d of July 1734.

CHILLEY, or CHILLY, John,—was appointed a lieutenant in the navy very ſoon after the revolution, and, in 1692, ſerved on board the Ruſſel, of eighty guns. He was not, however, promoted to the rank of captain till the 18th of July 1707, when he was made commander of the Mermaid frigate. His name does not again occur in the ſervice, from which he altogether retired in 1722, being appointed maſter-attendant at Woolwich. He retained this office till the time of his death, which happened on the 27th of September 1734.

CLARK, Robert.—No mention is made of this gentleman previous to his appointment, on the 28th of May 1707, to be captain of the Crown. He was ſoon afterwards removed into the Adventure, and ſent to the Weſt Indies, where he was unhappily killed on the 1ſt of March 1708, gallantly, though fruitleſsly, attempting to defend his ſhip againſt the enemy; which, notwithſtanding his exertions, aided by thoſe of his people, was compelled to ſurrender ſoon after he fell.

COCKBURN, John,—was, on the 14th of November 1707, appointed captain of the Looe. The different ſervices on which he was for ſome years employed were ſo little diſtinguiſhable, that we find no mention whatever made of him till the year 1711, when he commanded the Sapphire, of forty guns, one of the ſhips of war employed on the American ſtation. Having been ordered to join ſir Hovenden Walker, off Cape Breton, he attended that unfortunate commander into the river St. Lawrance, and after the lamentable diſaſter which befel that fleet, was diſpatched for Boſton to carry intelligence of the failure. He did not afterwards rejoin the ſquadron, being left behind for the protection of Annapolis. In 1718 he commanded the Saliſbury, one of the ſquadron ſent, under ſir John Norris, to the Baltic; but no mention is made of him after this time till the year 1727, when we find him captain of the Suffolk, of ſeventy guns, one of the fleet fitted for the Baltic, and alſo put under the command of ſir John Norris.

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In the year following he was captain of the York, a fourth rate; and, in 1728, of the Guernſey, a ſhip of the ſame force. No naval occurrence, however, worth commemorating, took place during the time he held either of the above commands. Being, in 1730, appointed captain of the Lark, of forty guns, and ſent to the Weſt Indies, he died at Barbadoes on the 29th of April 1731.

DUFFUS, Kenneth Sutherland, Lord, — was the eldeſt ſon of James, ſecond lord Duffus, and the lady Margaret Mackenzie, daughter of Kenneth, third earl of Seaforth *. Having attached himſelf to a Maritime life he was, after having ſerved a ſufficient time in the ſubordinate ranks, promoted, on the 7th of April 1707, to command the Portſmouth. He did not long remain in this ſhip, being afterwards appointed to the Advice, in which veſſel he had a very ſignal encounter with a ſquadron of French privateers belonging to Dunkirk. The particulars of this action are related with ſome degree of preciſion in a letter from that place, dated July the 2d, 1711.

* The great and illuſtrious family from which this nobleman is deſcended yields to none in the whole kingdom of Scotland for antiquity. Hiſtorians, making mention of thanes and earls of Sutherland, as ſoon as thoſe dignities were known there, the Sutherlands are ſaid to be ſprung from a warlike people called the Moravii, who came from Germany in the reign of king Corbed the Firſt, and afforded him great aſſiſtance in his wars againſt the Romans. That monarch rewarded them nobly; and gave them large poſſeſſions in the northern parts, where they ſettled. From them the county of Murray had its name; and their poſterity became proprietors of all that large tract of country now called Murray, Roſs, Sutherland, Caithneſs, &c.

The firſt immediate anceſtor of this family, noticed by ſir Robert Gordon of Gordonſtown, who has written its hiſtory, is Allan, thane of Sutherland, a man of high rank and conſiderable authority, who flouriſhed in the reigns of Duncan, and Macbeth the Uſurper. His eldeſt ſon, Walter, was created earl of Sutherland by king Malcolm the Third, in the year 1067, ſoon after he had obtained poſſeſſion of his throne, and is mentioned as among the firſt perſons in the kingdom who ever obtained that dignity.

The lord Duffus was lineally deſcended from Nicholas, ſecond ſon of Kenneth, ſixth earl of Sutherland, who, in the year 1360, obtained a grant from his brother William, ſeventh earl of Sutherland, of certain lands; which grant was afterwards confirmed by a charter under the great ſeal from king David Bruce, the ſaid lands being erected into a free barony. This Nicholas married Mary, daughter and heireſs of Reynald de Cheyne, with whom he received the lands and barony of Duffus, which afterwards became the family title.

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"On Wedneſday morning, the 27th of June, the Advice, a ſmall fourth rate of forty-ſix guns, commanded by the lord Duffus, fell in with eight privateers of the enemy off Yarmouth. One of the beſt ſailers came cloſe up with him, but not thinking it convenient to engage ſhortened ſail till the others were up alſo. About half an hour paſt ten five of them came cloſe alongſide and hoiſted French colours. About eleven they engaged, moſt of them lying always upon the quarters of the Advice, relieving each other while the reſt kept aſtern, ſo that they maintained a continual fire. In half an hour the ſails of the Advice were torn to pieces, and not a brace or bowling left. Her maſts were alſo much wounded, and moſt of the ſhrouds cut: however, lord Duffus continued the engagement, ſtill keeping his ſhip under way. But the enemy plyed their guns and ſmall ſhot ſo warmly, and overpowered him ſo much by their numbers and ſtrength, that he was, after a very vigorous defence, wherein he himſelf received ſeveral wounds, and many of his men were killed and wounded, obliged to ſurrender."

Campbell adds to this account, "that his lordſhip had received five balls in his body, and that two thirds of his men were killed and wounded. He was carried with great triumph into Dunkirk, where the captors moſt inhumanly ſtripped both officers and private men of their wearing apparel, and, but for the kindneſs of the inhabitants, had left them in a manner naked."

His lordſhip does not appear, after his return from captivity, to have been re-appointed to any other ſhip. In all probability he retired into his native country, Scotland, where, in the year 1715, he was ſo imprudent as to engage in the rebellion, but made his eſcape beyond ſeas, and was attainted by parliament. He was, ſhortly afterwards, apprehended at Hamburgh, and committed priſoner to the Tower. An act of grace being paſſed in the following year, his lordſhip was included in it; nevertheleſs, having by his offence not only forfeited his title and eſtate, but all hopes and pretentions to any future employment in the line of his profeſſion, he withdrew immediately after his releaſe to Ruſſia. He was received there a very welcome viſitor, as might naturally be expected when we conſider the enthuſiaſtic attachment of the Czar Peter to his navy, and his eagerneſs to entertain

in his ſervice all foreigners, whoſe judgement and experience he deemed likely to promote or improve the darling object of his reign. He was, almoſt immediately after his arrival, honoured with the rank of a flag-officer, and was always held in the higheſt eſteem. The particulars and time of his death are, on account of his having eſtranged himſelf to his native country, unknown to us.

Douglas, his countryman, gives us the following honourable, and at the ſame time ſtrictly juſt account of his lordſhip. "The genius of Kenneth, third lord Duffus, leading him to a ſeafaring life, he ſoon acquired ſuch great ſkill and knowledge in maritime affairs, that her majeſty, queen Anne, gave him the command of the Advice, a fifty gun ſhip of war; in which ſtation he ſo remarkably diſtinguiſhed himſelf in ſeveral expeditions, that he did honour to himſelf and his country by his conduct, undaunted courage, and reſolution."

We cannot avoid pointing out a curious political circumſtance which ariſes from the conduct of his lordſhip, and that of his noble relative, the earl of Sutherland. The latter, as well as all his deſcendants, have conſtantly diſtinguiſhed themſelves in a moſt remarkable manner by their ſteady attachment to the houſe of Brunſwick, while lord Duffus appears as a miſguided alien to the principles of his family, and relinquiſhed fame, title, and fortune in ſupport of a viſionary project too ſhallow for any but thoſe men who unfortunately laboured under an infatuation bordering on frenzy to hope ſucceſs from, and which, had it proved ſucceſsful, would have been productive of the ruin and downfal of their native country. The braveſt, the wiſeſt, the beſt of men, have, at different periods, fallen victims to political madneſs.

FAULKNER, William,—was appointed fourth lieutenant of the Royal William in the year 1695, and we believe continued to ſerve in the ſame ſtation during the remainder of the war. On the 17th of March 1707, he was promoted to the rank of captain, and appointed to the Torbay. He was ſoon afterwards removed into a frigate, and in 1715 was appointed to command the Cumberland, of eighty guns, under ſir John Norris, who hoiſted his flag on board that ſhip as commander-in-chief of the fleet ſent to the Baltic. He remained in the ſame veſſel three or four years; and in 1720 commanded the Sandwich,

Sandwich, of ninety guns, on the ſame ſervice, and under the ſame admiral. In 1722, he was appointed maſter-attendant of Woolwich yard, but did not long continue in this ſtation, having, in two or three months afterwards, been appointed one of the captains of Greenwich-hoſpital. In this honourable retirement he continued till his death, an event happening on the 28th of February 1724-5.

HADDOCK, Nicholas,—was the third and youngeſt ſon of ſir Richard Haddock, knight, comptroller of the navy, and for ſome time joint-admiral of the fleet, in the reign of king William*. Purſuing the ſteps of his brave and worthy parent, he went very early in life to ſea, and having much diſtinguiſhed himſelf in the ſtation of a lieutenant, as well by his activity as his conſtant and aſſiduous attention to his duty, was, on the 6th of April 1707, being then little more than twenty years old, appointed captain of the Ludlow Caſtle. He was immediately ordered into the North Sea, or German Ocean, as a cruiſer, on which ſtation he continued a conſiderable time. On the 30th of December he had the good fortune to fall in with the Nightingale and Squirrel, two frigates, which had formerly been in the Engliſh ſervice, but being captured by the enemy were at that time fitted out from Dunkirk as privateers. Notwithſtanding their united force was much ſuperior to his own, captain Haddock heſitated not a moment in giving them chace, and about eleven at night came up with and took the Nightingale. The captain of the Squirrel perceiving the fate of his comrade, took the opportunity of making his eſcape while captain Haddock was buſied in ſecuring his prize †.

The remainder of the war paſſed on without affording to captain Haddock any other opportunity of acquiring additional honour, than by that uniform propriety of conduct, and ſtrict attention to his duty, which, known only to a few, is conſequently leſs attractive and popular, though little leſs valuable than the public fame of the moſt brilliant and glittering tranſactions. Till the year 1717 no mention is made of him, but we then find him to have been captain of the Shrewſbury, a third rate of eighty guns,

* See Vol. I. p. 229.

† See the life of captain Smith, Vol. II. p. 193.

ordered for the Baltic under ſir G. Byng. In the following year he was removed into the Grafton, which was alſo a third rate, though mounting only 70 guns. In this ſhip he accompanied his former admiral, ſir George, to the Mediterranean, and diſtinguiſhed himſelf very conſpicuouſly in the well-known action with the Spaniſh fleet off Sicily. His ſhip, together with the Orford, being excellent ſailors, led the van of the Britiſh fleet into action. After having, for a conſiderable time, engaged the Prince of Aſturias, of 70 guns, in which ſhip was rear-admiral Chacon, diſdaining to waſte longer time in ſecuring a veſſel ſo completely diſabled, that it was very evident ſhe muſt fall a very eaſy prey to the next aſſailant, captain Haddock left her a prey to the next ſhip that came up, and purſued a ſhip of ſixty guns, which, during his preceding engagement with the Prince of Aſturias, had kept up a very warm fire on his ſtarboard bow. Mr. Corbet, in his account of the expedition to Sicily, concludes his relation of the above action in the following words. "The ſhip that ſuffered moſt was the Grafton, which being a good ſailor, her captain engaged ſeveral ſhips of the enemy, always purſuing the headmoſt, and leaving thoſe ſhips he had diſabled or damaged to thoſe that followed him *."

He continued in the Mediterranean during the remainder of the war; and, in conjunction with captain Winder, in the Rocheſter, ſunk a Spaniſh ſhip of war mounting ſeventy guns: they alſo drove another, mounting ſixty, aſhore in the bay of Catania. Captain Haddock took ſeveral other prizes of conſequence, in particular two tranſports, with ſix hundred Swiſs recruits on board for the Spaniſh army. After his return to England he was, in 1721, appointed captain of the Torbay, of eighty guns, on board which ſhip ſir Charles Wager had hoiſted his flag as commander-in-chief of the ſquadron intended to be ſent to Liſbon for the purpoſe of procuring ſome public ſatisfaction for the inſult that nation had offered Britain, by the

* In the particular relation of this action the following honourable account is given of captain Haddock. "The ſhip which ſuffered moſt with us was the Grafton, the captain of which, though he had not the fortune to take any particular ſhip, yet was engaged with ſeveral, he behaved himſelf very much like an officer and a ſeaman, and bid fair for ſtopping the way of thoſe four ſhips that he purſued, who eſcaped, not through his fault, but failure of wind, and his own ſails and rigging being much ſhattered."

impri-

impriſonment of Mr. Wingfield and Mr. Roberts. The impotence of the Portugueſe nation ſhrunk, with prudence, from the conteſt; and a proper as well as immediate conceſſion ſaved ſir Charles the trouble of ever putting to ſea. Whether the Torbay was kept in commiſſion during the whole of the intermediate time, we have been unable to aſcertain with any degree of preciſion; but in the year 1726 we again find Mr. Haddock commanding her, and alſo as captain to ſir C. Wager, who was admiral of the fleet ſent into the Baltic. Nothing, however, in any degree worth relating took place, at leaſt as far as Mr. Haddock was concerned*. He continued to command the ſame ſhip after the return of the fleet into port, and, very early in the year 1727, was ordered to take under his command the Poole fireſhip, and convoy to Gibralter fifteen tranſports, with two regiments of troops on board, deſtined as a reinforcement for that garriſon. Having joined ſir Charles Wager, who had been diſpatched from England in the month of December preceding, and was then cruiſing off Cadiz, he was ordered into Gibraltar with the tranſports. The admiral himſelf returning ſoon afterwards into the bay, immediately ſhifted his flag into the Torbay, where he continued during the remainder of the expedition; but as every thing material that happened in the courſe of it has been already detailed in the life of ſir Charles Wager, it is needleſs to add more, than that Mr. Haddock, returning with that admiral, arrived at Spithead on the 9th of April 1728.

The Torbay needing repair was put out of commiſſion, and captain Haddock was appointed to his old ſhip, the Grafton, which he had commanded with ſo much reputation under ſir George Byng. He continued captain of this ſhip till the year 1732, being always attached to the fleets which were, as if by annual cuſtom, collected at Spithead; but which, during the two firſt years he held the command of the Grafton, never went to ſea. In 1731 he accompanied ſir Charles Wager to the Mediterranean, for the purpoſe of accommodating the difference between the emperor and Spain, and putting the Infant Don Carlos

* We muſt except that he was actively employed as a negociator on the above occaſion, all the intercourſe between prince Menzikoff and ſir Charles being carried on through him.

in poſſeſſion of the territory bequeathed him by the duke of Parma. After his return from this ſervice the Grafton was put out of commiſſion, and Mr. Haddock appears to have had no other appointment during the time he continued only a private captain.

This, however, was of no long continuance, for on the 4th of May 1734, he was promoted to be rear-admiral of the blue, and immediately hoiſted his flag on board the Namur, of ninety guns, as third in command of the fleet collected, under ſir John Norris, at Spithead *. During that year the fleet never proceeded to ſea, but in 1735 ſailed for Liſbon, in conſequence of the Portugueſe nation being threatened by the Spaniards. The very appearance of ſo formidable a friend was ſufficient to avert the impending attack; its arrival was accordingly conſidered and treated, both by the ſovereign and his people, as a kind of providential interference, and preſervation from the moſt imminent danger. This buſineſs being peaceably and amicably adjuſted, the fleet returned home in diviſions, after remaining ſome conſiderable time in the Tagus. In 1738, the depredations of the Spaniards continuing in ſpite of every mild and pacific remonſtrance, the Britiſh miniſtry were induced to require ſatisfaction for ſuch repeated inſults and injuries; and, in order to give the greater weight to ſuch an unpleaſant demand, it was determined to diſpatch Mr. Haddock, on the 22d of May, to the Mediterranean, with a ſquadron of nine ſhips of the line †. The appearance of the Britiſh fleet produced the ſame effect on this occaſion that it frequently has done on others. The Spaniards immediately profeſſed the warmeſt diſpoſition to negociate; but their piratical inſults in the diſtant parts of the world were not as yet in any degree reſtrained. It was therefore judged neceſſary to give ſtill greater weight to the juſt repreſentations of Britain, by ordering out a ſquadron of four ſhips of war, and three bomb-ketches well provided with ſhells and other warlike ſtores, to reinforce Mr. Haddock, who, by theſe

* He was, on the 16th of December 1734, promoted to be rear-admiral of the white, as he moreover was on the 2d of March 1735, to be rear-admiral of the red.

† Two ſhips of eighty guns, three of ſeventy, and four of ſixty, with a fireſhip, and the Alborough, of twenty guns, which followed immediately after, and was at that time fitted alſo as a fireſhip.

and other intermediate aids, which he had received, now commanded a ſquadron conſiſting of twenty-one ſhips.

This powerful armament, together with the proſpect of its continuing during the winter at Port Mahon, as the Spaniards were given to underſtand would be the caſe, produced no ſmall effect upon their counſels. The king of Spain ratified the preliminary articles of the treaty, but had artfully and ſurreptitiouſly added ſuch a number of reſtrictions relative to trade, and the right of Britiſh ſhips to board or viſit Spaniſh veſſels of any deſcription, that the people of England, when informed of this piece of chicanery, contrived merely for the purpoſe of gaining time, were unanimouſly clamorous, calling aloud for war as the juſt, and only means of obtaining true ſatisfaction from thoſe who had aggravated inſult by impoſition. This conduct produced the well-known convention with Spain; which being far from ſatisfying the minds of the people, as indeed it was far from affording the reparation they had a right to expect, tending rather to inflame their minds with a more eager deſire for war, than to quiet them, or avert their former intention.

To this end Mr. Haddock was among other commanders, in different parts of the world, ordered in the year 1739, to make repriſals on the Spaniards. In this ſpecies of warfare which, even conſidered in a national point of view affected them moſt ſeriouſly and ſenſibly, he was remarkably fortunate. Among his prizes were two ſhips from the Caraccas, ſuppoſed to be worth two millions of dollars, beſides ſeveral others of very great, though inferior value to the foregoing, and a conſiderable number of privateers. In ſhort, it is remarked by many hiſtorians, that "no ſquadron had for many years been ſo ſucceſsful." He continued on the ſame ſtation, during the year 1740, with an uninterrupted repetition of the ſame ſpecies of good fortune. The Spaniards, not having it in their power during that time to collect a naval force ſufficient to meet the Britiſh ſquadron in fair conteſt, they were compelled to confine their larger ſhips within the limits of their own harbours, and permit the ruin of their commerce to paſs on unmoleſted and unrevenged; except, indeed, by the paltry caſual captures made by their privateers, or ſome of their ſmaller ſhips of war, who were hardy enough to venture out.

Campbell, on this occaſion, according to a kind of cuſtom he is very fond of indulging himſelf in, is very ſevere on ſuch a mode of proſecuting a war: "the fleets (ſays he) on the Gibraltar and Minorca ſtation, the firſt commanded by ſir Chaloner Ogle, conſiſting of twelve ſail, the latter by rear-admiral Haddock, were only employed in cruiſing on the coaſt of Spain and Italy, without any attempt to attack or annoy the enemy, except by now and then ſeizing a poor defenceleſs fly that happened unfortunately to fall into their web. The reader needs not be informed that I allude to the capture of unarmed trading veſſels by ſhips of war. A contemplative mind, reflecting on theſe maritime depredations, is naturally led to enquire, by what law of nature, or of nations, or on what principle of juſtice, princes at war thus ſeize the private property of each other's ſubjects, in trading to other kingdoms? This procedure ſeems more extraordinary, when we conſider that their land forces generally obſerve a different conduct. A general, in marching through an enemy's country, ſo far from robbing and impriſoning every peaſant he meets, gives poſitive orders, that the perſon and property of individuals, not in arms, ſhall not be moleſted; he makes war againſt the prince, and not againſt the people individually. An admiral, on the contrary, takes every trading veſſel he meets, robs the owners of their property, and ſends the crew home to be confined as priſoners of war. Here then is a heavy puniſhment inflicted on perſons who had neither intention nor power to commit any offence, or in any wiſe to injure thoſe by whom the puniſhment is inflicted."

There is ſo great a degree of abſurdity in the foregoing piece of argument, that it is ſcarcely neceſſary to ſay a ſyllable in anſwer to it: whether the cuſtom is proper or conſiſtent with the rules of juſtice, is by no means the queſtion, but it is whether that cuſtom is univerſally practiſed by nations, or princes at war with each other? If it is, and that muſt be admitted to be the caſe, it becomes a matter of ſtate neceſſity to comply with and purſue it as one of the moſt effectual modes of procuring a return of peace. Mr. Haddock was not, however, merely occupied in this predatory kind of war during the whole of the year 1740; his ſucceſs had raiſed him to ſuch a degree of reputa-

reputation, and cauſed the people at large to enter into the war with ſo much ſpirit, that the Spaniards exerted every nerve to raiſe a force ſufficient to face him. By making a feint to recover the iſland of Minorca, they ſucceeded in drawing off Mr. Haddock from before the port of Cadiz, and embraced that opportunity of ſlipping out with nine ſhips of the line and two frigates, which got into Ferrol, where other ſhips were ready to join them. Intelligence of theſe meaſures being received by the Britiſh miniſtry, Mr. Balchen was ordered out to reinforce him with a ſquadron of ſix ſhips of the line. One of the principal objects of the expedition was to intercept the Aſſogue ſhips, which were daily expected from Vera Cruz at Cadiz. This, having failed through the extreme caution of the Spaniards *, and other ſhips being ſent out to Mr. Haddock, ſo that he had a force ſufficient to block up the enemy's fleet in the harbour of Cadiz, Mr. Balchen returned to England, leaving him again commander-in-chief on the Mediterranean ſtation.

The events of the year 1741 were, toward the concluſion of it, in ſome degree more intereſting, than thoſe of the preceding. Mr. Haddock, who on the 11th of March was promoted to be vice-admiral of the blue, continued, during the ſummer, to block the port of Cadiz, and prevent the junction of the Spaniſh ſhips there with the Toulon ſquadron, and a large fleet of tranſports collected at Barcelona for the purpoſe of convoying a formidable army into Italy, intended for the attack of the queen of Hungary's dominions. So highly was the admiral eſteemed, ſo complete was the ſatisfaction afforded by his conduct in every department, that the Italian merchants, early in the year 1741, addreſſed the lords of the admiralty, thanking them in the warmeſt and handſomeſt terms for the extraordinary protection afforded to their commerce by the ſquadron under Mr. Haddock, and they paſſed alſo a very handſome vote of thanks to the admiral himſelf, preſenting him, as a more ſubſtantial proof of their eſteem, with a very magnificent gold cup.

* See page 158.

Mr. Haddock continued to keep the ſea, cruiſing between Cape St. Mary and Cadiz, till the beginning of the month of November; when the tempeſtuous weather compelled him to put into Gibraltar to refit. The Spaniards had completed the embarkation of their troops at Barcelona, to the number of fifteen thouſand men, into Italy; and on the 24th of November the ſquadron, commanded by Don Navarro, taking advantage of the darkneſs of the night, put to ſea from Cadiz in hopes of getting through the ſtreights of Gibraltar unobſerved: in this, however, they were diſappointed; a ſtrong eaſterly wind ariſing on the morning of the 25th, drove them back in ſight of Gibraltar, and detained them two days in that ſituation; a favourable breeze then ſpringing up, enabled them to effect a junction, off Malaga, with De Court's ſquadron, from Toulon.

Admiral Haddock was in the interim uſing every endeavour to refit his ſquadron, which having, by almoſt incredible exertions, effected by the ſecond of December, he quitted the bay of Gibraltar in queſt of the enemy. In a few days he got ſight of the combined ſquadrons, which were drawn up in a regular line to receive him; but, as he was bearing down on the Spaniards, and almoſt on the point of attacking them, the French admiral, De Court, ſent a flag of truce, with a meſſage, to inform Mr. Haddock, "that as the Spaniards and French were at that time engaged in a joint expedition, he muſt obey his orders and protect his maſter's allies." Mr. Haddock immediately deemed it neceſſary, on this extraordinary event, to call a council of war, as well on account of the nature of his inſtructions, and the extreme delicacy of his ſituation, as the great ſuperiority of the combined ſquadron, which conſiſted of near fifty veſſels of different deſcriptions, while his own force amounted not to thirty*. It was unanimouſly decided that

* It conſiſted of the following ſhips:

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Marlborough,	Ad. Haddock	90	Dartmouth,	Weſt,	50
Somerſet,	Slater	80	Panther,	Gideon	50
Lancaſter,	Cayley	80	Pembroke,	Lee	60
Ipſwich,	Martin	70	Warwick,	Toller	60

Plymouth,

that the ſquadron ſhould repair to Mahon, and wait there for the reinforcement which was expected from England, under the command of commodore Leſtock: before, however, this could arrive, the French and Spaniſh fleets had repaired to Barcelona, and, on the 24th of December, proceeded from thence for Italy, with a ſecond embarkation of troops.

The vice-admiral was joined by Mr. Leſtock on the 1ſt of February, and made all poſſible diſpatch in getting ready for ſea, in order to ſcour the coaſts of Italy and prevent the introduction of any ſupplies, or reinforcements, for the Spaniſh army under the duke of Montemar. Before, however, the fleet was in a condition to ſail, the vice-admiral was unhappily attacked by ſo ſevere an indiſpoſition, that he was, very reluctantly, compelled to reſign the command of the fleet to Mr. Leſtock, and return in the Roebuck, a forty gun ſhip, to England, where he arrived on the 26th of May. This indiſpoſition of the worthy admiral's is ſaid to have been of the moſt melancholy and affecting nature, an extreme dejection of ſpirits, occaſioned, as ſome inſiſt, by mere chagrin at not having had it in his power to ſtrike ſome ſignal blow which might eventually lead to the termination of the war. He never took upon him any command after his return to England, but was, nevertheleſs, moſt deſervedly promoted, on the 9th of Auguſt 1743, to be vice-admiral of the white; and, on the 7th of December following, to be vice-admiral of the red. On the 19th of June 1744, he was farther advanced to be admiral of the blue. After having attained this very elevated rank in the ſervice, and lived univerſally

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Plymouth,	Watſon, ſen.	60	King's Zebeck,	Stepney	30
Dragon,	Barnett	60	Duke,	Fireſhips.	
Saliſbury,	Oſborne	50	Anne Galley,		
Oxford,	Pawlett	50	Mercury,		
Guernſey,	Forbes	50	Mary Galley,		40
Folkeſton,	Balchen	40	Durſley Galley,		20
Feverſham,	Watſon, jun.	40	Winchelſea,		20
Roebuck,	Brett	40	Salamander Bomb.		

The ſhips that joined him under Commodore Leſtock were the Neptune, Barfleur, Burford, Eſſex, Naſſau, Hampton Court, Royal Oak, Rumney, Winchelſter, and Winchelſea.

reſpected and eſteemed by all men, he paid the debt to nature on the 26th of September 1746, being then in the 60th year of his age. His death being lamented by all, his memory has been traduced by none.

HAGAR, John. — The firſt information we have of this gentleman is, that on the 12th of June 1707, he was appointed captain of the Charles Galley. A conſiderable number of years paſſed on before he had any opportunity of obtaining a command ſufficiently eminent to be particulariſed, ſo that we find no mention whatever made of him till the year 1715, when he was captain of the Hampſhire, of fifty guns, one of ſir John Norris's fleet ordered for the Baltic. On his quitting the Hampſhire he was removed into the Rocheſter, a ſhip of the ſame rate, which we find him commander of, in 1717, on the Mediterranean ſtation. In 1720 he was captain of the Revenge, of ſeventy guns, one of the fleet ordered again for the Baltic under his former admiral ſir John Norris. Such was the poverty of naval events at the above period, that, after the ſtricteſt ſearch we have been able to make, nothing can be collected, relative to Mr. Hagar, beyond the mere date of his appointments. We know of no other, nor, indeed, any remaining particulars concerning him, except that, in the month of May 1734, he was promoted to be rear-admiral of the blue, as he was alſo, on the 2d of March 1735, to be rear-admiral of the white. On the 11th of July 1739, he retired altogether from the ſervice on a penſion equivalent to his half pay. This he enjoyed till his death, which happened on the 27th of February 1748.

HAMILTON, Archibald, — is by many confounded with the lord Archibald Hamilton, of whom an account has been already given in the former part of this volume*. He certainly, however, is a very different perſon; but no other particulars relative to him are known, except that he was, on the 12th of January 1707, appointed captain of the Lynn. We have not even been able to diſcover the time of his death.

HAMILTON, James, — was, on the 26th of December 1707, appointed captain of the Lark, and died in the Weſt Indies on the 22d of December in the following year.

* See page 15.

HARDY,

HARDY, Charles, — was, on the 13th of January 1707, appointed captain of the Strombolo fireſhip. We know no other particulars concerning him, except that, in 1708 and the following year, he commanded the Roebuck on the Weſt India ſtation, where he had ſome ſucceſs; and was diſmiſſed the ſervice in 1714. Rear-admiral Hardy indeed, in his liſt of admirals, informs us, that he *broke the boom at Vigo*, and alſo that he died on the 11th of June 1748; but we have no collateral information of either of theſe events.

PIGOTT, Walter,—was, on the 13th of November 1707, appointed captain of the Bridgewater * frigate. Extraordinary as it may appear, no other particulars have come to our knowlege, except that he died in England on the 19th of May 1754.

SHALES, John,—was, on the 21ſt of November 1707, made commander of the Rye. He is not mentioned after this time till the year 1715, when he was captain of the Severn, of fifty guns, one of the fleet ſent to the Baltic under ſir John Norris. He continued in the ſame ſhip two or three years, and in 1717 was again ſent on the ſame ſervice under ſir George Byng. He was afterwards removed into the Hampſhire, a ſhip of the ſame rate, and ordered for the Mediterranean, from whence he did not return, dying at Palermo on the 24th of April 1720.

TUDOR, Abraham, — was, on the 5th of Auguſt 1707, made captain of the Dolphin. He was very ſoon afterwards promoted to the Aſſiſtance, of fifty guns; and, in the month of February 1708, was ordered for Kinſale to convoy from thence the trade bound to England. On his return he joined captain Tollet, who was then employed on the ſame kind of ſervice from Cork. Captain Tudor was, indeed, ordered to put himſelf under the command of Mr. Tollet, in conſequence of intelligence, which had been received at home, of a French ſquadron, under the well-known Du Guè Trouin, ſaid to be cruiſing in the Channel. The precaution was not vain, for on the 2d of March they fell in with the enemy's ſhips about eight leagues diſtant from the Lizard. After a very deſperate encounter, the particulars of which have been

* A private memorandum concerning him ſays the Jerſey.

already

already related in the life of captain Tollet *, they ſucceeded in preſerving the greater part of their convoy. Captain Tudor himſelf was unfortunately ſo deſperately wounded, that he died within a few hours after the concluſion of the action.

1708.

BLINSTONE, Henry,—was, on the 28th of February 1708, appointed captain of the Lynn. He continued in this ſhip during the whole of the war. In the beginning of the year 1712 he was ſent, by admiral Baker, under whoſe command he then was, with two or three ſhips of nearly the ſame force with his own, to cruiſe off the coaſt of Spain, and had the good fortune to make ſome very valuable prizes. Captain Blinſtone himſelf has afforded us a ſhort account of ſome of the leading particulars of this cruiſe; and the brilliant action which concluded it has induced us to inſert it at length.

"On the 14th of April I was, by vice-admiral Baker's orders, to ſail with her majeſty's ſhip Lynn, joined by captain Field of the Ludlow Caſtle, to ſee the trade into Oporto and Viana; in performing which ſervice, I took a ſmall ſhip laden with canary and ſnuff. The weather was ſuch as ſprung the Ludlow's mizen-maſt, and ſplit moſt of her ſails, which obliged me to put into Liſbon to refit, where I made little ſtay, but proceeded with the two ſhips to Gibraltar, and there joined the Royal Anne Galley and Port Mahon with four ſhips. I on the 10th inſtant got ſight of ſeven ſail of ſhips, five Gavilans and two Cettees, off Eſtapona. The Royal Anne Galley I ſent to ſtretch to the weſtward, to prevent any getting out of the Streights. Four ſhe forced into Ceuta road under their cannon, and the others weathered him and got away. The Port Mahon I ſent to the eaſtward; and, with the Lynn and Ludlow Caſtle, ſtood to the northward, and forced

* Vol. III. page 115.

into

into Eſtapona road three Martinico ſhips, a Cettee and Gavilan, and a Spaniſh man of war, carrying thirty-ſix guns, two hundred and fifty ſeamen, and one hundred ſoldiers, deſigned for Cadiz. The Ludlow Caſtle weathered the man of war, who, to avoid our boarding him, cut his cable and run aſhore; all which ſhips I in the morning ſummoned the governor to deliver me up, which I readily believe he would have been done, had not colonel Forbes (who commanded the man of war) vigorouſly oppoſed it; but, after eight hours cannonading them with our other four ſhips, the man of war, and the Cettee her prize, and one Martinico man, they ſet on fire, another we ſunk, who, with the ſwift of the ſea, turned bottom up. In the morning I again ſummoned the governor to deliver me the ſhips and Gavilan left undeſtroyed in the road, having found it not practicable to burn or bring away the ſame in the night, the ſhore being lined with horſe and foot to prevent the ſame. By the return of my ſummons I found the ſhips to be ſunk and turned bottom up, the Gavilan, laden with ruſh and tile, they fired, whoſe cable burning ſhe drove a-ſhore and bulged on the beach. Our damages were little; the Port Mahon loſt one man, three were wounded ſlightly in the Royal Anne Galley, and ſome ſmall damage received in our rigging."

We have not been able to collect any other particulars concerning him, except that he died on the 28th of September 1728.

BROOKS, Cæſar,—was, on the 24th of July 1708, appointed captain of the Dolphin. In the Liſt publiſhed by rear-admiral Hardy, as well as in ſome others that are in manuſcript, his firſt command is ſaid to have been that of the Aſſiſtance. We believe, however, theſe to be erroneous, as well as that which in the ſame liſt ſtates him to have been killed in an action, on board the Pearl, on the 2d of March 1708-9. We believe this event to have taken place on the 31ſt of December 1711, but have not been able to collect any of the particulars attending it.

CONSTABLE, Charles. — This gentleman was, on the 18th of October 1708, appointed to the command of the Chicheſter. In the following year he was made captain of the Falcon, a frigate of thirty-two guns, and ſent to the Mediterranean, where, being ordered out on a

cruiſe

cruiſe in the month of December, accompanied by the Pembroke of ſixty-four guns, they had the misfortune, on the 29th of that month, to fall in with five ſail of ſhips, which they at firſt apprehended to be a part of ſir Edward Whitaker's ſquadron. On nearing them and diſcovering they had French colours, they made the private ſignal appointed by ſir Edward, which was immediately anſwered by the enemy, two of their ſhips hoiſting Engliſh, and a third Dutch colours; the other veſſels having parted company juſt before, ſtood towards Antibes. The Engliſh captains were not, however, to be eaſily deceived; but finding on a nearer approach the ſhips to be very large, ſtood from them with all the ſail they could make.

There being unfortunately very little wind, the enemy's ſhips neared them faſt, having the advantage of a ſmart breeze, which reached them long before the Engliſh ſhips could derive any aſſiſtance from it. The enemy, whoſe force conſiſted of one ſhip of ſeventy guns, one of ſixty-ſix, and one of fifty, firſt came up with the Pembroke, which, after a ſmart action in which her commander, captain Rumſey was killed, overpowered and took her. The two ſmaller ſhips then purſued the Falcon, which captain Conſtable did not conſent to ſurrender till he himſelf was dangerouſly wounded by a ſhot through the ſhoulder, and till, as it is ſaid, he had no more than ſixteen unwounded men left out of his whole crew.

Soon after his return from captivity, and recovery from the effects of his wound, he was promoted to the Panther, and ordered out on a cruiſe; in which ſervice he met with very remarkable ſucceſs, having, during the month of February 1712, captured a French frigate mounting thirty guns, and two very large as well as valuable merchant ſhips. The peace taking place ſoon afterwards, no other mention is made of captain Conſtable except that he died at Barbadoes ſome time in the year 1716, being at that time captain of the Roebuck.

COOK, Iſaac, or, according to ſome, James,—was appointed firſt lieutenant * of the Archangel, of forty-eight guns, in the year 1692. We find no farther mention

* It is worthy of remark that captain Paddon, who was promoted to the rank of captain ſome years before this gentleman, was at the above time *ſecond* lieutenant of the Archangel.

made

made of him during the reign of king William; but he was, not long after the acceſſion of queen Anne, advanced from the rank of lieutenant to that of commander of the Terror bomb-ketch. This veſſel was unfortunately deſtroyed at Gibraltar by monſ. Pointi's ſquadron: but the conduct of captain Cook was ſo proper and exemplary, that he was moſt honourably acquitted by the court-martial held for the purpoſe of inveſtigating the circumſtances attending the above accident. He was not, however, promoted to the rank of captain till the year 1708; when he was, on the 18th of October, appointed to the Garland. In 1711 he commanded the Leopard, of fifty-four guns, one of the North American ſquadron. Having joined ſir Hoyenden Walker, who commanded the expedition ſent againſt Quebec, he was ſent home to England with the melancholy news of its failure. No other mention is made of him, except that he died on the 18th of December 1712. Rear-admiral Hardy makes his death to have happened on the 26th of November 1724, but we decidedly believe that to be a miſtake.

GOODHALL, John,—was, on the 25th of September 1708, appointed captain of the Milford. Nothing farther is known of him except that he died on the coaſt of Guinea on the 16th of February 1729, being at that time commander of the Feverſham.

GUNMAN, James,—was the youngeſt ſon of captain Chriſtopher Gunman *, of Dover in Kent, and Catherine, daughter of —— Alderſey, eſq. an eminent Hamburgh merchant. Being intended for the ſea ſervice by his gallant father, whom he had the misfortune to loſe when only nine years old, he was, in conformity to that reſolution, ſent out under the protection of captain Pickard, who was his uncle. His entrance into the ſervice was diſaſtrous, the Happy Return, the ſhip he went on board of, being ſoon afterwards taken by the enemy. Having immediately, on being exchanged, returned to the ſervice, he was, in the month of June, promoted to be third lieutenant of the Boyne, of eighty guns, commanded by captain Good, being one of the ſhips belonging to the main fleet. He remained in the ſame ſtation during the war, and is not known to have received any other appointment

* See Vol. I. p. 225.

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till the 1ſt of Auguſt 1703, when he was made third lieutenant of the Royal Catherine; from which ſhip he was, in the month of September following, removed to the ſame ſtation on board the Royal Sovereign. After having remained in that ſhip ſome conſiderable time, he was at laſt noticed by ſir Cloudeſley Shovel, who, when he ſailed for the Mediterranean, in the year 1706, took him as his firſt lieutenant in the Aſſociation, and very ſoon promoted him to be commander of the Weazle ſloop. He returned from the Mediterranean, with his admiral, in the month of October 1707, and happily eſcaped being involved in the dreadful diſaſter that befel him and ſome of the ſhips under his command.

He continued commander of the Weazle during the enſuing ſummer; and, on December 20, 1708, was very deſervedly promoted to be captain of the Lyme frigate. He remained in this ſhip for a very conſiderable time, we believe till the concluſion of the war, employed on a variety of ſervices, unfortunately ſo inſignificant that they afforded him no other opportunity of diſtinguiſhing himſelf as a valuable officer, than by that ſtrict attention to his duty, which, though it demands the higheſt praiſe and veneration, in general paſſes on diſregarded and unrewarded by the ſmalleſt attentive hiſtorical tribute. We find him, between the time of his appointment and the year 1711, in the Weſt Indies, and in the North Sea, employed as a cruiſer, and afterwards ſent with an outward-bound convoy from Milford to Newfoundland. During the time he continued off the latter iſland, moſt probably for the protection of the fiſhery, he had the good fortune to capture a large French merchant-ſhip, which is the only ſucceſs we have any intelligence of his having met with from his firſt appointment to a command. From Newfoundland he ſailed for the Mediterranean with ſuch merchant-ſhips as were bound thither; and on his arrival there put himſelf under the orders of ſir John Norris. In the month of March following he very much diſtinguiſhed himſelf in an action with four French ſhips of war; and although we already have given ſome account of the engagement, both in the lives of captain Pudner and captain Walpole, who were alſo parties in the conteſt, we ſhall venture to inſert the following authentic account of this ſpirited little encounter, as extracted from the journal of captain Gunman himſelf. "March

"March 22, 1710-11. At half past two A. M. I weighed out of Vado road in company with the Severn and Lion. At a quarter past five we saw four ships brought to and made a signal to the admiral. At half past five we gave chace to them; and at half past eight came up with and engaged them, they proving to be four French ships of war from sixty to forty guns each*. We engaged them at half gun-shot distance. At eleven they made all the sail they could and ran away. We made all the sail we could after them. At noon the Severn made a signal to leave off chace, she being much disabled in her masts and yards. I had six men wounded in the action, three of whom had their legs shot off."

We have to lament, that no other particulars are known relative to the service of this gentleman, except that, in the year 1732, he commanded the Northumberland guard-ship: he was afterwards, in 1742, appointed treasurer of Greenwich-hospital, an office he held till the year 1754; when, having attained the advanced age of seventy-seven, he resigned it in favour of sir Charles Saunders, and had a pension of equal value granted, as a recompense for, and proper testimony of, his very meritorious conduct as a naval commander: this, however, he unhappily did not long enjoy, dying on the 27th of June 1756, being then in the 79th year of his age.

HEMMINGTON, James, — was, on the 12th of November 1708, appointed captain of the Experiment. Few gentlemen have continued in the service for such a series of years and have been so little known; for although he must have enjoyed many intermediate appointments we do not find any other mention made of him, except that he commanded the Princess Amelia, of eighty guns, one of the fleet under sir John Norris in the year 1740; and afterwards accompanied sir C. Ogle on the expedition against Carthagena. On the 15th of July 1747, he was promoted to the rank of rear-admiral, and was put on the superannuated list, in pursuance of an order, made by his majesty in council on the 3d of June preceding. He died on the 26th of December 1757.

HOLLAND, Edward, — was, on the 23d of July, promoted to the command of the Scarborough. We

* The Phœnix, Pembroke, Ruby, and Trident.

hear

hear nothing farther of him till the year 1720, at which time he commanded the Glouceſter, of ſixty guns, one of the fleet ordered for the Baltic under ſir John Norris. He continued in the ſame ſhip, employed on the ſame ſervice, and under the ſame commander-in-chief, during the following year. We have no farther particulars concerning him, except that he died in England on the 24th of February 1724.

JOHNSON, Sir Robert,—was, on the 3d of February 1708, appointed captain of the Experiment. He was before the concluſion of the year removed into ſome other ſhip; but the ſervices on which he was employed were ſo little conſequential, that we find no mention made of him previous to the year 1716; he then commanded the Auguſte, one of the fleet ſent to the Baltic under ſir John Norris. A violent ſtorm ariſing on the 9th of November, the Auguſte was unfortunately ſtranded on the iſland of Annout; but ſir Robert, as well as the officers, and the principal part of the crew, were ſaved. In 1719 he commanded a ſmall ſquadron which attacked and deſtroyed the fortifications of port San Anthonio, on the coaſt of Spain, together with three ſhips of the line which were on the ſtocks, and an immenſe depot of timber, as well as other naval ſtores, ſufficient to have conſtructed and fitted five or ſix more. Captain Johnſon at that time commanded the Weymouth; and in the month of September, ſubſequent to the foregoing enterpriſe, attacked, in conjunction with the Winchceſter, two Spaniſh ſhips of war in the harbour of Ribades near Cape Ortugal; when, notwithſtanding they were protected by a battery, ſucceeded in ſetting them both on fire, and brought off a merchant-ſhip of three hundred tons which lay near them. For theſe very conſpicuous acts of gallantry he is ſuppoſed to have received the honour of knighthood. He was, after the year 1720, appointed to the Exeter, a ſhip of the line, and ſent to the Eaſt Indies under commodore Mathews. Some part of his conduct, the particulars of which are unknown to us, being diſapproved of that gentleman, he diſmiſſed him from his command. When on his return to England in the Aiſlabie Eaſt India ſhip, he was unfortunately drowned at the Cape of Good Hope on the 5th of June 1723.

LAWSON, Henry,—was, on the 31ſt of July 1708, appointed captain of the Pearl frigate. No particulars

of his ſervice are known, except that he died ſome time in the year 1734, being at that time commander of the Dublin yacht.

MASSAM, William, — was, on the 17th of May 1708, appointed captain of the Terrible frigate, or, according to others, of the Falcon: being ordered for the Mediterranean he there moſt unhappily put a period to his own exiſtence, by ſhooting himſelf, on the 2d of October 1708. The cauſe of this raſh action is not even ſuggeſted.

MEADE, Samuel,—entered into the navy very ſoon after the revolution, and was, as early as the year 1692, appointed ſecond lieutenant of the Prince of Orange, of forty-ſix guns. We know nothing farther concerning him till his appointment, on the 20th of September 1708, to be captain of the Sweepſtakes, a frigate of thirty-two guns. In this ſhip he had the misfortune to be captured in the month of April 1709. He is ſaid, by Campbell, to have fallen a prize to two very large privateers, each of which were of force far ſuperior to that commanded by Mr. Mead, nevertheleſs his conduct was deemed ſo reprehenſible by the court-martial, convened for the purpoſe of enquiring into the above accident, that he was ſentenced to be diſmiſſed the ſervice. This deciſion was afterwards, however, thought ſo rigid, that he was reinſtated in the ſervice, and appointed to take rank as a poſt captain from the 13th of February 1713, on which day he was commiſſioned to command the Succeſs frigate. No other particulars relative to him are known, except that he died ſome time in the year 1725.

MIGHELS, John, — might be ſuppoſed, from the ſimilitude of ſo extraordinary a name, to have been a relative or deſcendant from vice-admiral James Mighels, who has been already noticed. This does not, however, appear to have been the caſe; and we have no information whatever relative to this gentleman, till we find him, on the 31ſt of March 1708, appointed captain of the Chicheſter. He was ſhortly afterwards removed into the Medway, a fourth rate, a ſhip ſtationed as a cruiſer in the Iriſh Channel, where he had the good fortune to capture a large French privateer, mounting upwards of thirty guns. This is the moſt conſequential mention we find made of him for ſome years, for it is very ſingular we never

never meet with him as commander of any ſhip, in any of thoſe fleets ſo frequently equipped during the reign of George I. In the month of November 1733 he was appointed captain of the Hampton Court, a third rate of ſeventy guns; in which ſhip he continued two or three years. This appears to have been his laſt command; and we ſuppoſe him, after he quitted it, to have retired from the ſervice on a penſion.

NICHOLS, George,—was, on Nov. 17, 1708, appointed captain of the Arrogant, a ſhip of ſixty guns, taken, in 1705, at Gibraltar by the ſquadron under ſir J. Leake. Captain Nichols was not fortunate enough to enjoy his promotion, the Arrogant foundering at ſea on the 5th of January 1709, the captain, and we believe the whole of the crew periſhing with her.

OGLE, Sir Chaloner,—was the deſcendant of a very ancient and reſpectable family long ſettled in the county of Northumberland. This gentleman was firſt appointed captain in the navy on the 14th of March 1708, he being then promoted from the Wolf ſloop of war to the Tartar frigate. Many years paſſed on without his having been fortunate enough to meet with a ſingle opportunity of diſtinguiſhing himſelf. He continued captain of the Tartar during the remainder of the war, ſtationed principally in the Mediterranean, where he had the good fortune to take one or two very valuable prizes, by which, if he did not acquire fame, he had at leaſt the ſatisfaction of acquiring wealth. Some time after the acceſſion of George the Firſt, he was appointed to the Worceſter, a fourth rate of fifty guns, one of the fleet ordered for the Baltic in the year 1717; but the circumſtance which firſt eſtabliſhed his reputation was the capture of Roberts the pirate, together with his whole ſquadron, in the month of April 1722.

Captain Ogle at that time commanded the Swallow, a fourth rate, and was cruiſing off the coaſt of Africa in ſearch of the pirates, when he received intelligence they were in a bay cloſe to Cape Lopez. Captain Ogle immediately took every method poſſible to diſguiſe his ſhip, ſo that it might paſs on his deſperate antagoniſts for a merchant veſſel. On ſtanding in for the ſhore he diſcovered the ſhips he was in queſt of, the largeſt being that commanded by Roberts himſelf, mounting forty guns;

guns; and the ſmalleſt, carrying twenty-four, were lying high up in the bay, on the heel, cleaning their bottoms. Captain Ogle's ſtratagem was ſo completely executed that the pirates were deceived into a belief that the Swallow was an unarmed ſhip, or at moſt a veſſel of inconſiderable force. Roberts, the commander-in-chief, made a ſignal for the only ſhip which was in a condition for immediate ſervice to ſlip his cable and run out after the Swallow. This mounted thirty-two guns, and was commanded by one Skyrm, a man of much reſolution and intrepidity. Captain Ogle pretended to fly, and, in ſhort, conducted himſelf through the whole of this difficult buſineſs with ſo much ſpecious timidity, that he decoyed the pirate to a diſtance at which the report of the guns could not be heard by his comrades. He then tacked upon his antagoniſt and brought him quickly to action; but although Skyrm himſelf was wounded by the firſt broadſide, ſuch was the deſperation with which his people fought, well knowing the ignominious death which awaited them if taken, that they did not ſurrender till after an action of an hour and an half's continuance.

Captain Ogle, after having taken poſſeſſion of his prize, hoiſted the piratical colours over thoſe of the king, and returned to the bay, where he had left Roberts and his companion. Theſe having in the interim righted their ſhips, and being deceived by the plauſible appearance of ſucceſs which Mr. Ogle's deception had flattered them with the hope of, immediately ſtood out of the bay, thinking to congratulate their companion on his conqueſt. Their joy, however, was of very ſhort duration, for the Swallow, bringing their ſhips to action, captured them both, after a conteſt of two hours continuance, in which Roberts himſelf was killed. The three prizes were carried into St. Thomas's, and the priſoners to Cape Coaſt Caſtle, where they were tried. Seventy-four received ſentence of death, of which number fifty-two were executed, the greater part of them being afterwards hanged in chains along the coaſt, as a terror to future depredators of the ſame claſs.

This ſucceſs, with its ſeveral contingent circumſtances, redounded ſo much to the credit of captain Ogle, that, immediately on his return to England, he received the honour of knighthood. But we do not again find him in

any command till the year 1729, when he commanded the Burford, of seventy guns, one of the fleet which rendezvoused at Spithead under the command of sir Charles Wager; as he did, in 1731, the Edinburgh, also a seventy gun ship, one of the fleet sent to the Mediterranean under sir Charles Wager. After this time we find no particular mention made of him till his promotion, on the 11th of July 1739, to be rear-admiral of the blue. A rupture with Spain was then daily expected, and sir Chaloner, having hoisted his flag on board the Augusta, was ordered for Gibraltar with a squadron of twelve ships, having orders either to act separately, or to put himself under the command of Mr. Haddock, who was already in the Mediterranean with a stout squadron, as circumstances should arise. After his return from the Mediterranean, where no occurrence worth relating took place, he was appointed third in command of the fleet under sir John Norris, which was sent out for a short cruise, during the latter part of the summer, in the year 1741. On his return into port he was ordered to take upon him the command of the fleet and convoy destined for the West Indies, as a reinforcement to Mr. Vernon, and intended to effect the complete conquest of all the Spanish settlements there. Having removed his flag from the Shrewsbury, of eighty guns, to the Russel of the same rate, he sailed from Spithead on the 26th of October with a fleet consisting of twenty-four ships of the line*, one of fifty

* The fleet consisted of the following ships.

Ships.	Commanders.	Guns.	Men.
Russel	Sir Chaloner Ogle, Captain Norris	80	600
Kinsale	Hemmington	80	600
Boyne	Leslock	80	600
Carolina	Griffin	80	600
Chichester	Trevor	80	600
Cumberland	Stewart	80	600
Norfolk	Graves	80	600
Shrewsbury	Townsend	80	600
Torbay	Gascoigne	80	600
Buckingham	Mitchell	70	480
Oxford	Lord Aug. Fitzroy	70	480
Prince Frederick	Lord Aub. Beauclerk	70	480
Prince of Orange	Osborne	70	480

Suffolk

fifty guns, ſeveral ſtore and fireſhips, and upwards of one hundred and fifty tranſports. They had ſcarcely cleared the Lands End when they were overtaken by a dreadful gale of wind, a circumſtance which alarmed the whole nation for their ſafety; but though they did not perfectly eſcape without injury, they ſuſtained much leſs damage than could reaſonably have been expected, one of the ſhips of war being the only veſſel forced back, the tranſports, though ſome of them were rather in a crippled ſtate, purſuing their voyage to Jamaica, where, after having watered at the neutral iſland of Dominica, they arrived, without further accident, on the 9th of January 1741-2. The ſubſequent events of this unfortunate expedition have been already given * at ſome length in the life of Mr. Vernon;

	Guns.	Men.
Suffolk—Davers	70	460
Auguſta—Denniſon	70	460
Deptford—Medlyn	70	460
Dunkirk—Cooper	60	400
Jerſey—Lawrence	60	400
Lyon—Cotterel	60	400
Montagu—Chambers	60	400
Rippon—Jolley	60	400
Superbe—Hervey	60	400
Worceſter—Knowles	60	400
York—Gates	60	400
Litchfield—Cleland	60	400
Hoſpital Ships.		
Princeſs Royal—Tucker		96
Scarborough—Carter		86
Fireſhips.		
Ætna—Fenwick		45
Phœnix—Kennedy		45
Stromboli—Hay		45
Firebrand—Barnard		45
Veſuvius—Gay		45
Vulcan—Pellet		45

Of theſe the Cumberland, after having had her lower tier of guns taken out, was converted into a fireſhip; the Buckingham returned back to England; the Shrewſbury, the Torbay, and the Superbe, went for Liſbon.

* On the 12th of March 1741, he was advanced to be rear-admiral of the red.

nor did a ſingle circumſtance, in any degree worth relating, take place afterwards during the time theſe two gentlemen continued connected in command.

After the return of Mr. Vernon to Europe, ſir Chaloner, who was, on the 9th of Auguſt 1743, promoted to be vice-admiral of the blue, and on the 7th of December following to be vice-admiral of the white, was left commander-in-chief on the Jamaica ſtation; and government being ſenſible of the diſadvantages which had attended a diviſion of command between land and ſea officers, endeavoured to remedy the inconvenience in future, by giving the admiral an abſolute authority over the marines, or any other ſoldiers that might be embarked on board the fleet. His conduct gave the moſt univerſal ſatisfaction, for a private letter, dated at Port Royal, April the 29th, 1744, beſtows the following encomium on him. "The inhabitants of this iſland begin to recover their ſpirits; the loſs of admiral Vernon is in great meaſure compenſated for by the vigilance and good conduct of ſir Chaloner Ogle." On the 19th of June 1744, he was advanced to be admiral of the blue. He remained in the Weſt Indies till the following year; but neither the Spaniards nor the French having any naval force for him to contend with, and he himſelf having neither a land force ſufficient to ſupport, nor inſtructions to undertake any enterpriſe againſt their ſettlements, the whole of the period, during which he was commander-in-chief on the above ſtation, was conſumed merely in cruiſing for the protection of commerce, if we except the unfortunate attacks made, in 1743, on the harbours of La Guira and Porto Cavallo by commodore Knowles, an account of which will be found particularly given in the life of that gentleman.

He arrived at Spithead early in the month of June in the Cumberland, with three other two-decked ſhips and a ſmall convoy of merchant veſſels. In the month of September he was appointed preſident of the court-martial aſſembled on board the London, in the river Medway, for the trials of the admirals Mathews and Leſtock, with the captains and other officers, againſt whom different charges were made relative to the miſcarriage in the action off Toulon. He continued to hold this ſtation only till the concluſion of the trials of the lieutenants and captains. The court

was

was afterwards removed to Deptford, and ſir Chaloner Ogle was ſucceeded by rear-admiral Mayne. He does not ever appear to have either gone to ſea, or concerned himſelf with public life after this time. He was, on July 15, 1747, advanced to be admiral of the white ſquadron; and to the ſtill higher rank of admiral of the fleet, on the 10th of July 1749. The latter advancement he did not long enjoy, dying ſome time in the year 1750.

PERCY, or PIERCY, Francis, — was, in the year 1706, appointed commander of the Firebrand fireſhip. On his return from the Mediterranean with ſir Cloudeſley Shovel, in the month of October 1707, he had the misfortune to be involved in the ſame calamity with his admiral, far as the loſs of the ſhip he commanded. He was, however, fortunate enough to preſerve his own life, together with thoſe of part of his crew, which, together with the captain, got to the ſhore in the boat; and five others ſaved themſelves on a part of the wreck. On the 12th of February 1708, he was appointed captain of the Wincheſea. We can find no certain proof of his having held any command after this time till the year 1718, when he commanded the Windſor, one of the Baltic ſquadron. In 1727 * he was appointed to the Medway, of ſixty guns, one of the ſquadron alſo deſigned for the Baltic under ſir J. Norris; as he was, in the month of December 1733, to the Torbay, of eighty guns, one of the ſhips ordered to be equipped in conſequence of an apprehenſion that the flames of war, which then appeared to be ſpreading over Europe, might ultimately extend to Britain itſelf. We have not been able to procure any further information relative to this gentleman, except that we believe him to have retired from the ſervice ſoon, if not immediately after he quitted the Torbay; and that he died in England on the 16th of February 1740-1.

RAMSEY, George,—entered into the navy ſoon after the revolution; and, in 1692, was appointed ſecond lieutenant of the Hampton Court. We hear nothing farther

* This deficiency ariſes merely from the difficulty of procuring private biographical memoirs, and the little attention paid by hiſtorians to characters who have been unfortunately deſtitute of an opportunity of bringing them ſo far forward into popular notice as to excite and even demand attention. We have no doubt but that captain Percy had ſeveral intermediate appointments of which we have no knowledge.

concerning him till he was, on the 11th of October 1708, appointed captain of the Diamond. No other notice is taken of him in the ſervice, except that he was fined ſix months pay by the ſentence of a court-martial, held on him in the river Thames on the 13th of December 1710, for ill-treatment of his crew. By a ſubſequent court-martial, ſaid to have been held on the 22d of the ſame month, he was fined a farther ſum, alſo equivalent to ſix months pay, for running away from the enemy. No other notice is taken of him except that he is ſaid to have died on the 11th of Auguſt 1717.

ROBINSON, Sir Tancred,—was the deſcendant of a very reſpectable family which ſettled at York in the reign of queen Elizabeth. William Robinſon, who is the firſt perſon we find noticed, was a Hamborough merchant; and, after having reſided for ſeveral years at Hamborough, Lubeck, and other Hans Towns, came over to England, was twice choſen lord mayor of the city of York, and repreſented it in Parliament during two ſeſſions. His great-grandſon, William Robinſon, was created a baronet in the firſt year of William and Mary. Sir Tancred was the ſecond ſon of William above-mentioned, and Mary, daughter of George Aiſſabie, in the county of York, eſq. Having betaken himſelf to a naval life, he was, on the 8th of January 1708, after having paſſed through the neceſſary ſubordinate ſtations, appointed captain of the Goſport. No farther mention is made of his having held any naval command till the year 1717, when we find him captain of the Dreadnought, of ſixty guns, one of the ſhips ordered for the Baltic under ſir George Byng, but which, it is believed, never proceeded thither. In the following year he ſerved the office of lord mayor of York; and he does not appear to have held any other naval commiſſion till the month of December 1733, when he was made captain of the Kent.

He was promoted to be rear-admiral of the blue ſquadron on the 2d of March 1735, and rear-admiral of the white on the 11th of July 1739. He reſigned the ſervice altogether in the year 1741. By the death of his elder brother, ſir Metcalf Robinſon, who ſurvived his father only four days, and died on the 26th of December 1736, he ſucceeded to the baronetage. Having married the only

only daughter of —— Norton, esq, he had by her three sons and four daughters. He lived many years after he quitted the service, as already mentioned, not dying till the 2d of September 1754.

ROWZIER, Richard,—was, on the 2d of October 1708, appointed captain of the Falcon. This gentleman experiences a fate so common to a number of his brave cotemporaries, that we do not find any particular mention made of him till the year 1718, when he commanded the Essex of seventy guns, one of the fleet, under the command of sir George Byng, which defeated that of Spain in the memorable engagement off Cape Passaro. He behaved himself with very great gallantry, and had the good fortune to capture the Juno, a ship of forty guns. In 1729 we find him captain of the Portland, of fifty guns; in which ship he continued several years, annually attached to the different fleets which were equipped and collected, but which also appear never to have gone to sea during the period alluded to, except in the year 1731, when sir Charles Wager was ordered for the Mediterranean, to invest the Infant Don Carlos with his newly bequeathed territory. 'Tis most probable he retired from the service soon after his return, as he never attained the rank of a flag officer, and did not die till the 11th of January 1744-5, at which time there were many to whom he was senior on the list of captains, who had been for some years previous to that time promoted to the rank of flag officers.

ROYDHOUSE, Josiah,—is known only as having been appointed captain of the Elephant storeship on the 14th of June 1708. He died some time in the course of the year 1709.

SAMSON, or SAMPSON, Michael,—was, as it is supposed, the grandson of rear-admiral Samson, who fell in the memorable engagement with the Dutch fleet in the year 1666. He was made a lieutenant before the conclusion of the war with France in the reign of king William, and in the year 1706 was made commander of the Phoenix fireship. He returned from the Mediterranean in the following year with sir Cloudesley Shovel, and was at one and the same time both unhappy and fortunate: he had the misfortune to strike on the shore at the time his admiral was lost, and was afterwards so successful as to save

not only the crew but even the veſſel itſelf. On the 14th of January 1708, he was promoted to the command of the Lyme frigate. Nothing farther is known of him, except that he died in England on the 3d of November 1711, being at that time captain of a ſixty gun ſhip called the Moor.

STUDELY, Robert,—had entered into the navy before the revolution. In 1692 he was appointed ſecond lieutenant of the Foreſight. We hear nothing more of him till his promotion, on the 11th of February 1708, to be captain of the Experiment. In this veſſel he did not long continue, being advanced, in the month of November following, to the command of the Norwich, a fourth rate. We find no other mention made of him during the reign of queen Anne, otherwiſe than as having been occaſionally employed in convoying fleets of coaſting veſſels from port to port, or to and from Ireland. After the acceſſion of George the Firſt, he was made captain of the Weymouth, of fifty guns, and ſent, in the year 1715, to the Baltic under ſir John Norris. He held no commiſſion after this; but being at an advanced age, not having been promoted to the rank of captain till very late in life, and having loſt his ſight, he, immediately after his return, retired from the ſervice on a penſion as a ſuperannuated commander of a fourth rate. He died on the 22d of Auguſt 1717.

INDEX

INDEX

TO THE

THIRD VOLUME.

	Page
ACTON, Edward	60
Adamſon, Charles	91
Adlington, James	329
Aldred, John	153
Allen, Bennet	194
Anderſon, Kenneth	61
Anderſon, John	3
Andrews, Iſaac	62
Arris, Robert	119
Aſton, John	155
Athy, Richard	4
Atkins, James	5
Audley, Robert	5
BALCHEN, Sir John	155
Barter, John	307
Bennet, John	92
Belvin, Robert	182
Bellwood, Roger	62
Berkeley, James, Earl of	201
Bertie, Peregrine	213
Billingſley, Rupert	194
Blake, Thomas	5
Blinſtone, Henry	394
Blowers, William	162
Bloys, William	162
Bokenham, Robert	195
Bourne, Sampſon	242
Bowler, Robert	378
Bowles, Edward	63
Bowles, Valentine	92
Boys, or Boyce, Philip	220
Breholt, George	6
Bridges, Simon or Timothy	92
Briſcoe, Edward	182
Brooks, Cæſar	395
Brown, Richard	125
Bryant, Thomas	63
Bugden, or Bridgen, Edmond	163
Butler, Thomas	6
CALDWELL, William	63
Camock, George	221
Campion, Thomas	244
Candler, Bartholemew	329
Canning, Richard	228
Carlton, John	230
Carter, William	8
Caſtle, John	307
Cave, Clempſon	125
Cavendiſh, Philip	215
Chamberlain, Peter	244
Chant, Edward	64
Chilley or Chilly, John	379
Clarke, Robert	379
Cleaſby, Thomas	64
Clements, John	9
Clements, George	65
Clements, Bartholomew	199
Cleveland, William	66
Clifton, John	329
Cock, William	196
Cockburn, John	379

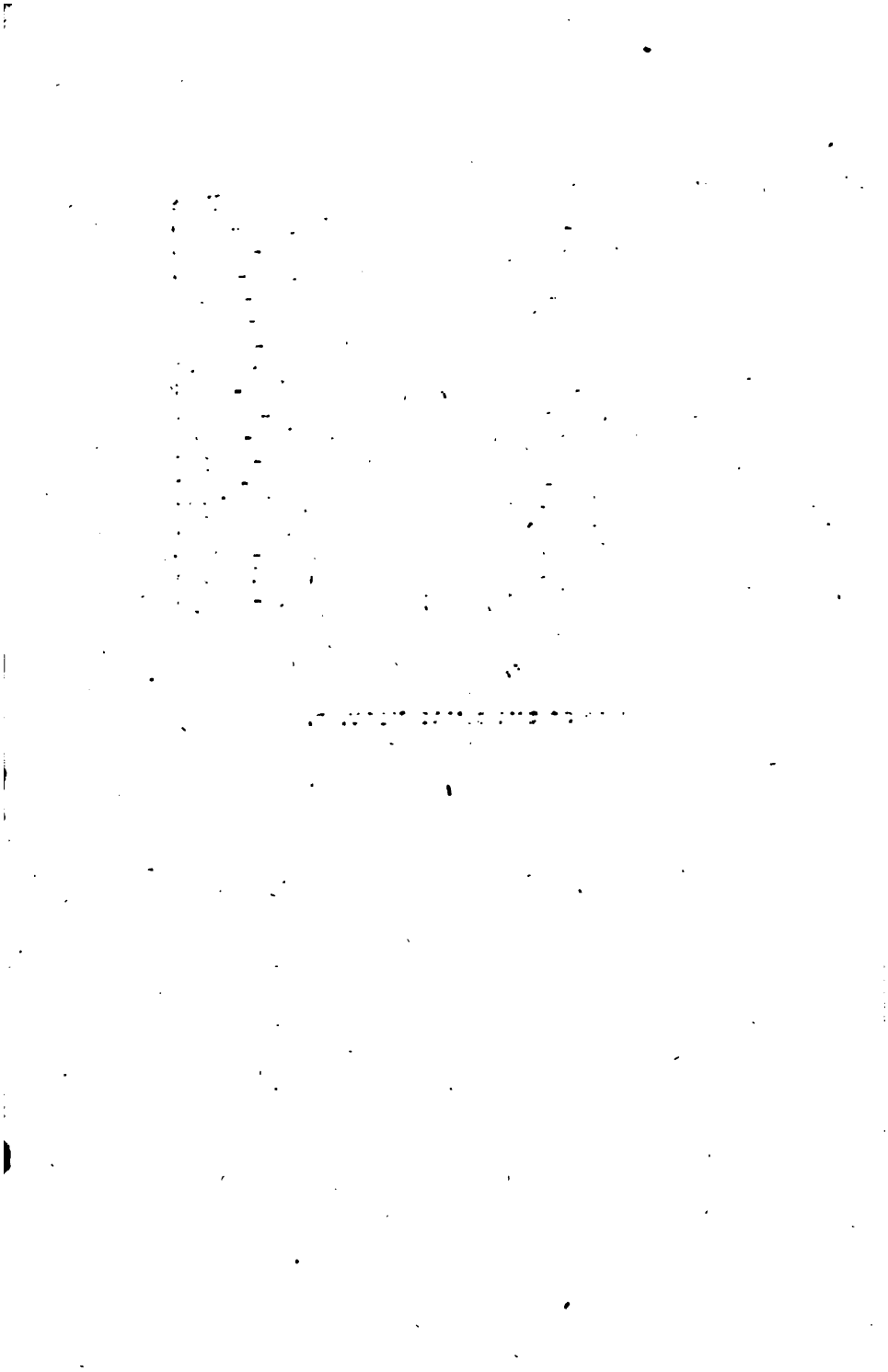
Cole,

	Page
Cole, Edward	163
Coleman, Robert	307
Coney, William	289
Conſtable, Charles	395
Cooke, Iſaac, or James	397
Cooper, John	325
Cotten, Richard (2d)	94
Coulſea, Chriſtopher	163
Cow, John	245
Cranby, John	126
Cremor, or Creamer, Henry	329
Crofts, Henry	163
Crow, Leonard	10
Cullifond, Richard	94
Cutter, Vincent	95
DAMPIER, William	182
Darley, Edward	99
Dawes, Philip	11
Day, Thomas	95
Delaval, George	96
Delaval, Robert	330
Dering, Unton	246
Dethorough, Charles	11
Dudley, or Dorley, George	330
Dolman, or Doleman, George	292
Douglas, John	70
Dove, Francis	12
Doyley, Edmond	98
Drake, John	128
Draper, John	99
Duffus, Kenneth, Lord	380
Dunbar, Robert	164
Dyer, Nicholas	128
EATON, or Eyton, William	70
Edwards, John	100
Elkins, or Elkins, Thomas	100
Elliot, Stephen	101
Elliot, Chriſtopher	246
FAIRBORNE, William	246
Fane, George	293
Faulkner, William	382
Fiſher, Thomas	128
Fiſher, George	309
Fletcher, John	103
Fogg, Chriſtopher	13
Fotherby, Charles	231
Fowles, Henry	164
GARDNER, Martin	164
Goodhall, John	397
Gordon, Thomas	309
Gore, Henry	247
Granard, Sir George Forbes, Earl of	330
Grantham, Nathaniel	71
Gray, William	310
Greville, Hon. Algernon	246
Groinge, John	103
Gunman, James	397
HADDOCK, Richard	103
Haddock, Nicholas	383
Hagar, John	392
Hamilton, Lord Arch.	15
Hamilton, Archibald	392
Hamilton, James	392
Hanway, Jonas	248
Hardy, Sir Thomas	17
Hardy, Charles	393
Harding, William	232
Harland, Robert	293
Harris, Barrow	164
Hemmington, James	399
Herbert, or Halbert, Samuel	105
Herrit, or Herriot, William	294
Hickman, John	105
Hicks, Edmund	310
Hilſley, Francis	33
Hockaday, William	33
Hodgſon, Thomas, or Theophilus	105

Holland,

	Page
Holland, Edward	400
Holyman, Robert	71
Holmes, Robert (1ſt)	72
Holmes, Robert (2d)	105
Hooper, John	106
Hopſon, Edward	128
Horne, John	33
Hoſier, Sir Francis	132
Howard, Charles	293
Hubbard, or Hobart, Henry	249
Hudſon, Thomas	219
Hughes, Robert	165
Hughes, Richard	232
Hunter, Colin	193
Huntington, John	34
Hutchins, Stephen	294
JACKSON, Richard	106
Jackſon, John	106
Jackſon, Robert	335
Jameſon, William	336
Jeſſon, James	73
Johnſon, William	167
Johnſon, Sir Robert	400
Jones, William	311
Julius, William	34
KELLING, Jonathan	167
Kempthorn, Thomas	297
Kenney, Thomas	106
Keſtle, or Kiſtal, Francis	311
Kidwell, John	35
Kirktown, or Kirkſain, Robert	35
LAKE, or Leak, Thomas	73
Lambert, Thomas	139
Lapthorn, John	147
Lawrence, Henry, or Humphrey	250
Lawfence, Lawnce, or Lance, James	36
Lawrence, Thomas	299
Lawſon, Henry	400
Layton, Charles	250
Leake, Richard	311
Legg, Thomas	300
Leſtock, Richard	336
Letchmere, Edward	197
Lindſey, William	73
Littleton, James,	37
Lloyd, David (2d)	73
Loades, Edmund	45
Long, Thomas	140
Long, Richard	167
Long, Henry	345
Lowen, John	250
Lumley, Henry	48
Lumley, George	346
Lytcott, or Lydcott, John	48
MAN, Thomas	312
Martin, Samuel	167
Martin, George (1ſt)	199
Martin, Stephen	233
Martin, George (2d)	346
Maſſam, William	401
Mathews, Thomas	252
Maugham, George	168
Maynard, Henry, Lord	240
Meade, Thomas	273
Meade, Samuel	401
Middleton, Henry	74
Mighells, James	74
Mighells, Joſiah	273
Mighels, John	401
Mitchell, Henry	168
Mitchell, Thomas	197
Mitchell, John	81
Moneypenny, James	300
Moore, Joſeph or Joſhua	169
Moore, Chriſtopher	107
Mordaunt, Hon. Henry	274
Morgan, William	49
Morrice, Maurice, or Morris, Salmon	169
Moſes, John	82
Moſes, William	193

	Page
NICHOLS, George	402
Noble, Mark	171
OAKE, John	193
Ogle, Sir Chaloner	402
Ormerod, Charles	171
Owen, Edward	82
PADDON, George	312
Parſons, Charles	301
Partington, Henry	277
Paſſenger, William	107
Paul, Richard	84
Paul, John	347
Paxton, Wentworth	84
Peterborough, Charles Mordaunt, Earl of	314
Pett, Phineas	49
Percy or Piercy, Francis	407
Pigott, Walter	393
Pinder, Thomas	140
Poulton, or Polton, Thomas	109
Pudner, Humphrey	277
RAMSEY, George	407
Ranes, Edward	241
Raymond, Baymont or Beaumont	279
Redman, John	84
Reeves, Daniel	109
Reeves, William	84
Rich, Sir Charles	280
Richards, Charles	84
Riddle, Walter	281
Rigby, Edward	50
Ripley, Lionel	51
Ripley, William	110
Roberts, John	348
Robinſon, Sir Tancred	408
Roffey, Kerrit or Kerril	85
Rogers, George	283
Rowzier, Richard	409
Roydhouſe, Joſeph	409
Rumſey, Edward	198
Ruſſel, William	110
ST. LOE, Edward	284
Sandys, Jordan	287
Samſon or Sampſon, Michael	409
Saunders, Sir George	326
Scally, William	198
Scott, Thomas	302
Searle, Henry	171
Shales, John	393
Sheerman, Richard	110
Smith, John	86
Smith, William	87
Smith, Thomas	140
Smith, George	193
Smith, Charles	241
Soule, John	89
Spann, Jonathan	171
Stanhope, Philip	302
Stapleton, Robert	51
Stapleton, John	87
Stepney, Thomas	52
Stevens, Robert	88
Stewart, Hon. Charles	304
Strickland, Charles	142
Studeley, Robert	410
Studley, James	143
Stukely, Charles	287
Swanton, Thomas	111
Symonds, George	54
Symonds, John	112
TAYLOR, Thomas	55
Taylor, Joſeph	287
Teate, Mathew	306
Thatcher, Thomas	112
Thompſon, Robert (1ſt)	90
Thompſon, Robert (2d)	248
Tollet, Anthony	112
Townſhend, Horatio	56
Trevanion, Sir Nicholas	144
Trevor, Tudor	175
Trenchard, George	90

	Page		Page
Trotter, John -	307	Watkins, Robert -	90
Tudor, Abraham -	393	Watkins, John -	149
Tuckey, John -	90	Watkins, Robert -	219
Turville, Henry -	57	Watts, Jonathan -	151
		Wavell, David -	91
VAUGHAN, Francis	328	Welby, Joſeph -	117
Vernon, Edward -	349	White, Richard -	151
Viat, John -	57	Whitaker, Samuel -	118
Underdown, John -	146	Wild, Henry -	151
Urry, William -	116	Wilkins, Michael -	91
		Williams, John -	377
WADE, Cooper -	57	Willſhaw, Thomas -	152
Walpole, Galfridus -	374	Windar or Winder, Joſeph	377
Walton, Sir George -	177	Windſor, Edward -	288
Ward, John (1ſt) -	58	Wooden, John -	91
Ward, John (2d) -	116	Worthington, Samuel	119
Warell, or Worrell, John	117	Wyat, Richard -	59

END OF THE THIRD VOLUME.